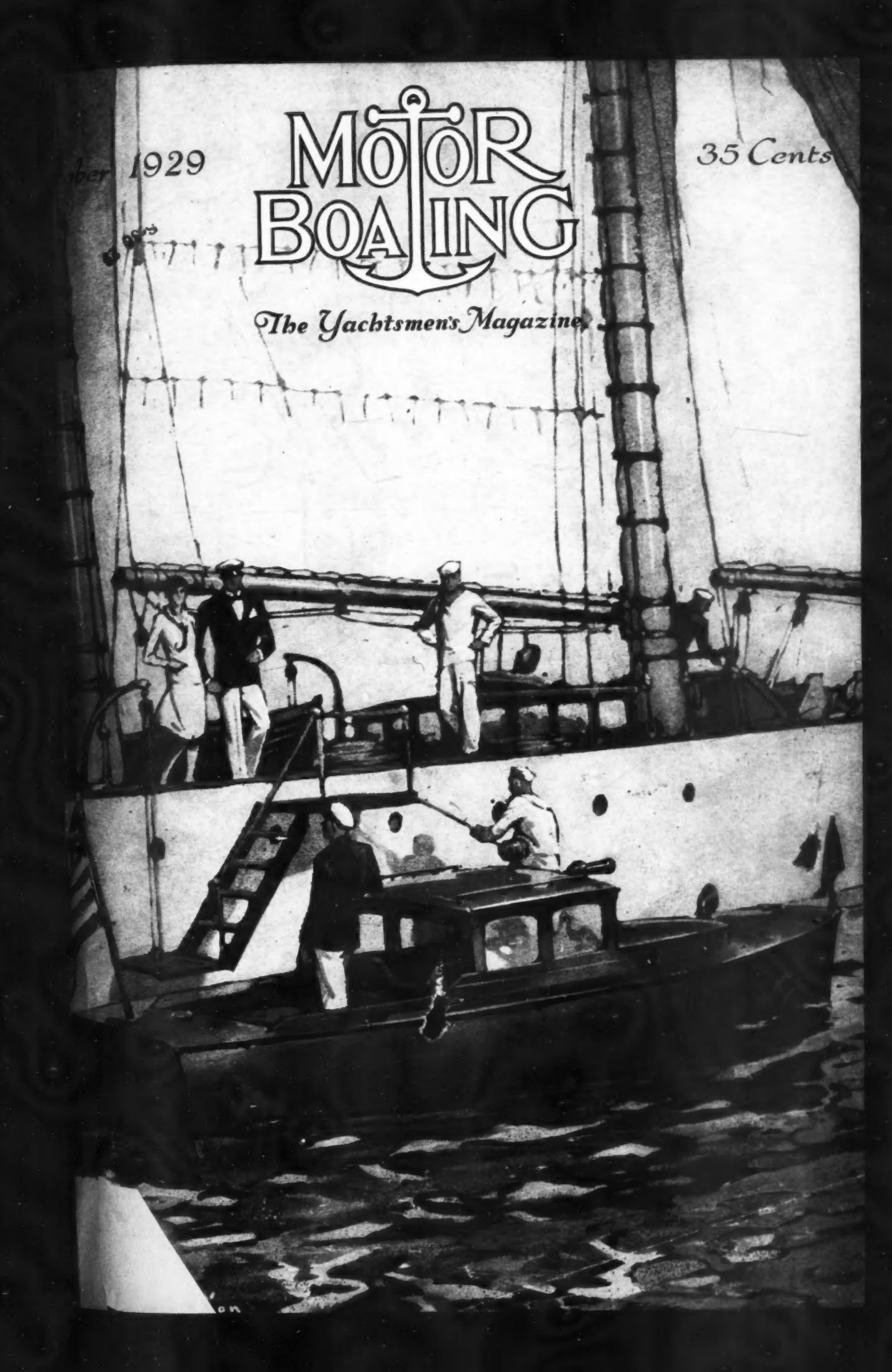
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MOTOR BOATING
35 Cents
The Yachtsmen's Magazine

62%
LIGHTER
THAN
IRON

CHAS. B. BOHN
The authority who developed Bohnalite

BOHNALITE

A thousand and one things flash by you during the course of a day. To pick and choose the advantageous products you can use in your business is a huge job.

Possibly you have overlooked Bohnalite.

This new light alloy is a product you should investigate. If you use metal in any part of your product, familiarize yourself with Bohnalite.

It is 62% lighter than iron, but with none of the disadvantages of the heavier metal.

Bohnalite has high uniform hardness — great density — fine grained structure—unusual strength–excellent bearing qualities—ductility and lightness.

Many of the foremost American manufacturers use Bohnalite in huge volume.

Send us your blue prints and samples for quotations and complete information.

BOHN ALUMINUM & BRASS CORP., DETROIT, MICHIGAN

New York Chicago Philadelphia Cleveland Pittsburgh

Johnson SEA-HORSES capture 3 MORE REGATTAS

SWEEP GOLD CUP, MID-EAST, AND HARMSWORTH CLASSICS

L. E. Preston and the Penn Yan "Ceestepper," equipped with a Sea-Horse "32" with which he established new competition record of 40.227 M. P. H. at Gold Cup Regatta, Red Bank, N. J., August 26th.

TRUE to the championship form they have repeatedly shown all year, Johnson SEA-HORSES wound up (both literally and figuratively) a brilliant season of victories by winning the Class B, C, and D, Division II events, and the Field International Trophy in the Harmsworth Regatta at Detroit on Labor Day. The Class C, Division II event was won with a Class B motor having one-third less cubic inch displacement than allowed to the Class C rating.

Honors in the Gold Cup Regatta at Red Bank, New Jersey, and Mid-East Regatta at Marietta, Ohio, including the coveted Charles G. Dawes Trophy won by George Martin, also were carried off on August 26th on the backs of Johnson's speed demons.

In the Gold Cup, the SEA-HORSES not only won the B, D, E, and Free-for-All, but also a Johnson SEA-HORSE "32" driven by L. E. Preston, established a new American record of 40.227 m. p. h. over a 6-mile course in Class E, Division II.

At Detroit, Johnson SEA-HORSES won 12 places out of a total of 18.

A motor may win a race here and there by virtue of speed alone, but to pass through a season of gruelling contests, adding triumph after triumph—this Johnson record is a demonstration of dependability unmatched in the history of outboard motoring.

Write for free color-illustrated catalog of Johnson SEA-HORSE *"Single" and* "3" *for light utility, and* SEA-HORSES "10," "16" *and* "32" *for heavier going*

JOHNSON MOTOR COMPANY, 3093 Pershing Rd., Waukegan, Ill. *In Canada:* Canadian Johnson Motor Company, Ltd., Peterborough, Ontario. *Distributors for British Columbia:* Hoffer's Ltd., Vancouver, B.C.

WINNERS

Harmsworth Regatta

Class B, Division II—Won by S. J. Brobeil; John Maypole and William Focham tied for second place; all drove Sea-Horse 16's.

Class C, Division II—Won by S. J. Brobeil, driving Johnson Sea-Horse 16, a Class B motor.

Class D, Division II—Won by William Gunniss; second, L. E. Preston; third, Harry Ferris; all driving Sea-Horse 32's.

Field International Trophy—Won by L. J. Preston, driving a Sea-Horse 32; second, R. Flanagan; third, R. C. Graham; also driving Sea-Horse 32's.

Gold Cup Regatta

Class B, Division II—First four places won by Johnson Sea-Horse 16's. First, W. B. Tuck; second, H. B. Joy, Jr.; third, Jack Brockey; fourth, Ed Hauptner.

Class D, Division II—Won by H. Fraser; second, L. E. Preston; third, I. Troast, all driving Sea-Horse 32's.

Class E, Division II—Won by L. E. Preston (new American record established); followed by H. Fraser, both driving Sea-Horse 32's.

Mid-East Regatta

Class B, Division II—Won by George Martin with a Sea-Horse 16.

Class C, Division II—Won by George Martin with a Johnson 16 motor.

Class D, Division II—Johnson captured honors with Ben Coler first, A. W. Ansler second, George Martin third.

Dawes Trophy Johnson 32's won first three places with George Martin first, A. W. Ansler second, and Ben Coler third.

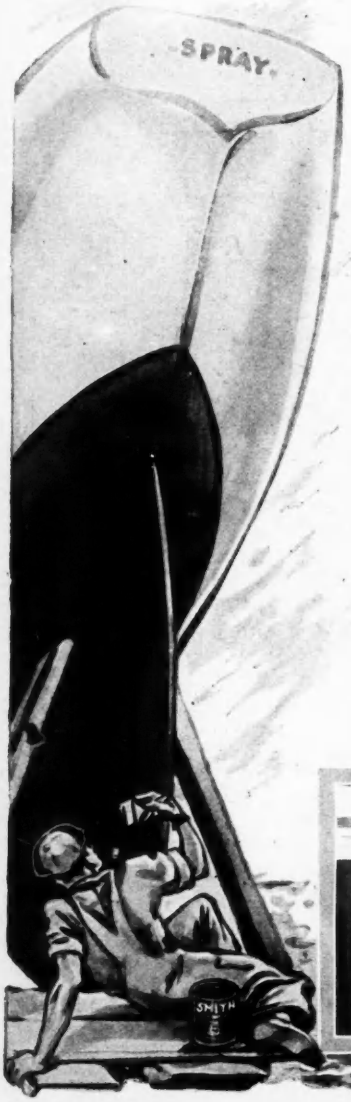
Johnson Sea-Horse "32"

THE WORLD'S LARGEST MANUFACTURER OF OUTBOARD MOTORS

ORIGINATORS OF WATER-COOLED UNDER-WATER EXHAUST AND RELEASE CHARGER

Motor Boating, October, 1929. Volume XLIV, No. 4. Published monthly at 57th Street at Eighth Avenue, New York, U. S. A., by International Magazine Co., Inc. Yearly subscription price; United States, $3.00; Canada, $3.00; Foreign, $4.00. Entered as second-class matter April 15, 1925, at the Post Office at New York, under the act of March 3, 1879. (Printed in U. S. A.)

. . . from spars to keel and from 1827 to 1929— EDWARD SMITH PAINTS *and* VARNISHES



FOR OVER a hundred years . . . for every size and type of craft . . . and for every type of surface from bottoms, top-sides, cabin interiors and decks to the uppermost of towering spars.

EDWARD SMITH PAINTS AND VARNISHES have been acknowledged to be America's foremost marine finishes.

Beauty of finish is but one consideration. Equally important are ease of application, maximum covering capacity per gallon and the utmost durability in the face of the most rigorous weather conditions.

Four generations of users attest to the lasting beauty and ultimate economy of these famous materials. Ask any architect or boat builder —or write us for descriptive literature and color cards.

EDWARD SMITH & COMPANY

LONG ISLAND CITY, N. Y.

Makers of Marine Paints and Varnishes since 1827

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Graceful as a Swan

Gliding along without a tremor in hull or rigging, the Bessemer diesel powered yacht moves with the grace and smoothness of a swan—a yacht distinguished among watercraft for its utter freedom from noise and vibration.

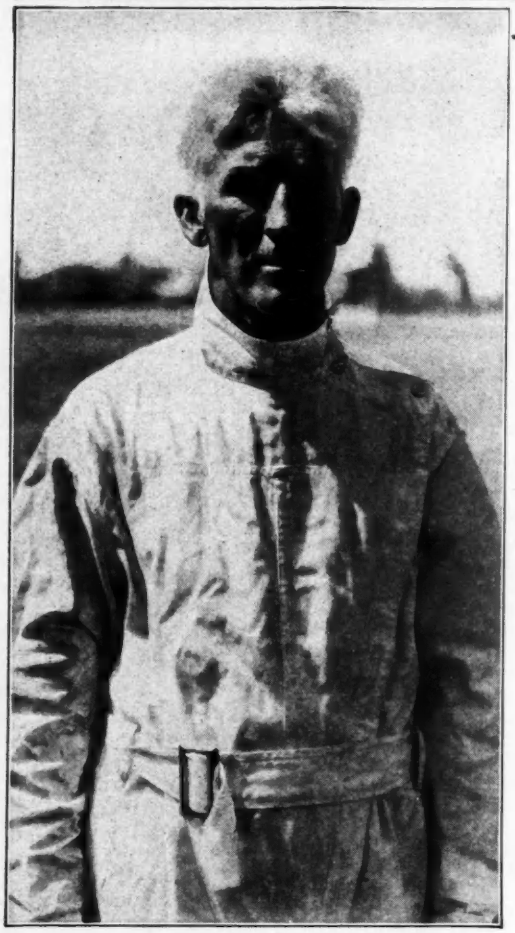
THE COOPER-BESSEMER CORP. · DIESEL ENGINE DIVISION · GROVE CITY, PA.
SPECIAL YACHT REPRESENTATIVE · EARL H. CROFT, Inc. · 25 W. 43rd ST. NEW YORK, N. Y.

BESSEMER
DIESEL MARINE ENGINES

"POWERING AMERICA'S FINEST YACHTS"

GAR WOOD

the HARMSWORTH



The undisputed Speed-King of the World
—Gar Wood

AT Detroit on August 31st and again on September 2nd, Gar Wood met the challenge of England for the Harmsworth Trophy—emblematic of the speed championship of the world—and turned back the British challenger, Estelle IV without once opening his engines to their maximum power. Wood entered two boats—Miss America VIII (especially built for the 1929 defense) and Miss America VII, the equally successful 1928 defender.

Performance of the Miss Americas was perfect, as the world knows. In the first heat, finishing bow to bow, they *averaged* 67.9 m. p. h., the challenger not finishing. In the second heat, instead of slowing down—as many might have done, the race being "in the bag"—Commodore Wood gave a wonderful exhibition of fine sportsmanship by opening up, *averaging* 75.28 m. p. h.

In one lap of the second heat, to entertain the hundred thousand spectators, Wood sent Miss America VIII around the course with the wonderful *average* of 79.46 m. p. h.—a new world's record in competition.

In all the world's history of motor boat racing there has never been such wonderful speed or more perfect driving and performance. Once again Wood has justified his world-title of Speed-King.

DUPLEX MARINE

ENTERPRISE OIL COMPANY, INC.
ESTABLISHED 1884
BUFFALO, NEW YORK
Makers also of Duplex *Motor* Oil—serving Pierce-Arrow for 29 years

Advertising index will be found on 3rd last page

again DEFENDS *with* DUPLEX!

The two fastest boats in the world—Miss America VII and Miss America VIII, running at 82 m. p. h.

"LUBRICATION of Miss America VII and Miss America VIII was perfect throughout both heats. Pressure was maintained at maximum."—*Commodore Gar Wood.*

"We didn't change oil before the race. We used the same that we had been using in our practice spins. I checked the oil the day before the first heat. It was in splendid condition, showed practically no dilution and maintained maximum pressure so we just added a little more. Both Miss Americas used Duplex Marine Engine Oil, grade Z, the same that we have been using exclusively for four years."—*Orlin Johnson.*

The greatest racing team in the history of motor boating—Orlin Johnson and Commodore Gar Wood.

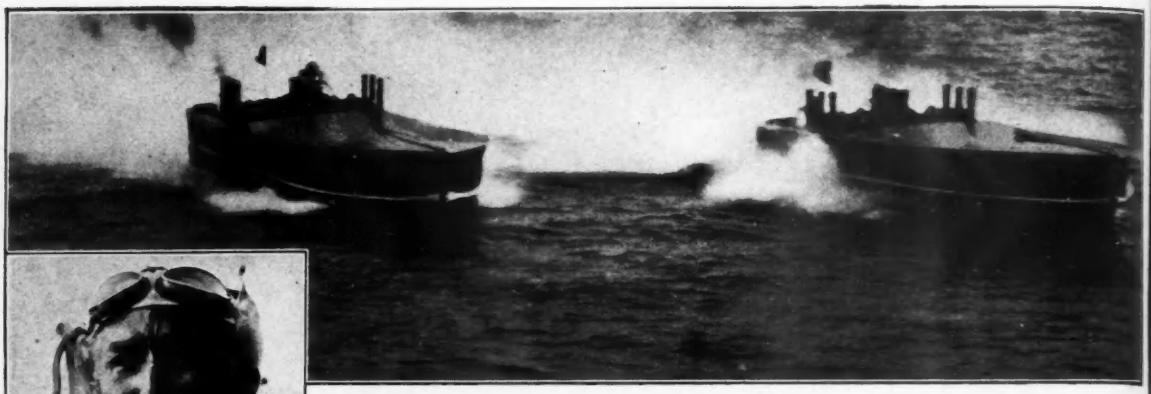
ENGINE OIL

WHOLESALE DISTRICT DISTRIBUTORS IN

Boston Chicago Cleveland Detroit Houston Miami New Orleans New York Palm Beach
Philadelphia Portland, (Ore.) San Francisco Seattle St. Louis Vancouver Wilmington, (Calif.)

DEALERS WHEREVER BOATS FLOAT

75.287 *Miles per hour* with CHAMPION Spark Plugs



GAR WOOD

MISS AMERICA VIII SHATTERS ALL RECORDS FOR SPEEDBOAT COMPETITION

Gar Wood, owner and pilot of Miss America VIII, has once again proved his title to the British International Trophy—more commonly known as the Harmsworth Trophy—indicative of the world's speed supremacy on water.

Added to the long list of world's records made with Champion Spark Plugs on land and water, it was to be expected that this latest and most impressive world's record should be made with Champion-equipped engines.

In every marine engine, and particularly in high speeds, high compression racing engines developing terrific temperatures, the exclusive Champion Sillimanite insulator—two-piece gas tight construction—and special analysis electrodes mark Champion as the *better* spark plug. No greater proof of the remarkable dependability of Champion can be given than their constant use by the great racers the world over.

Whether you own a fast runabout, high speed commuter, comfortable cruiser, or an outboard powered craft you will obtain maximum engine performance and satisfaction from Champion because it is the better spark plug. There is a dependable Champion in the correct size and type for every marine engine.

Champion marine type spark plug—a consistant record breaker in all engines and outboards.

CHAMPION SPARK PLUG COMPANY, TOLEDO, OHIO, WINDSOR, ONTARIO

Advertising index will be found on 3rd last page

Fresh from her *boudoir*

WE would like to have said "fresh from the band box" but feared a misconception of those roomy, well appointed cabins and comfortable dressing rooms.

Every detail for convenience in living aboard has been studied and perfected. The closets and drawers are large enough to keep your things fresh and unmussed. There are decent lights, well hung mirrors and big dresser tops to lay your toilet articles out on. After a swim you dress in comfort and can look like some one when you join the folks on deck.

The promise of luxury expressed by the graceful lines of a Dawn 45 as she flashes by or glides up to the landing stage are fulfilled when you go below.

We will be glad to send you descriptive literature.

• • •

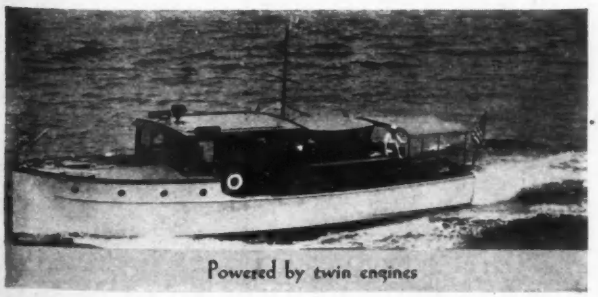
DAWN BOAT CORPORATION

Clason Point — New York City

Established 1906 — Tel. Westchester 7000

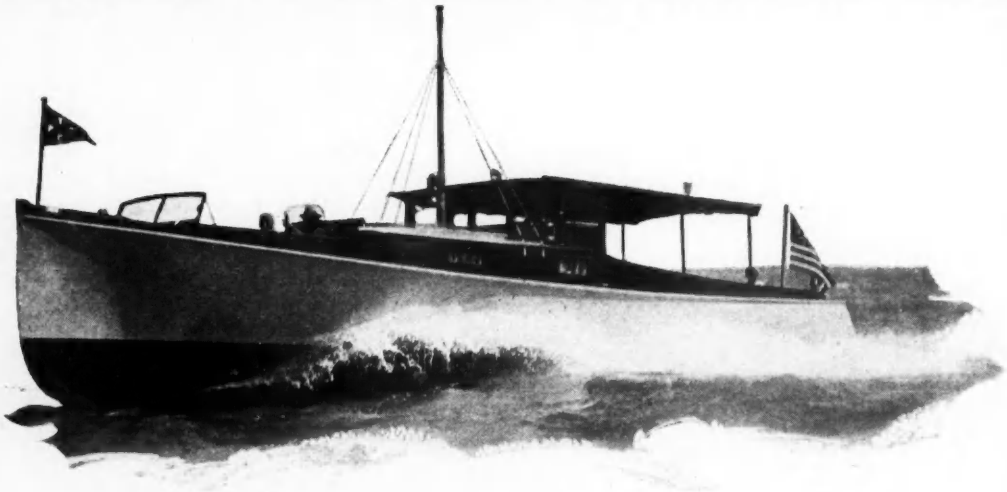
Standard 48-footer 140 H.P. 14 miles — Special 48-footer 300 H.P. 20 miles

$16,900 afloat at Clason Point $23,800



Powered by twin engines

DAWN 45



THE MATHEWS COMPANY
Port Clinton, Ohio
is another well known builder who uses CLIMAX Boat Paints. The new Mathews "46" Sport Cruisers —1930 series, one of which is shown above, are beautiful, commodious and comfortable play boats.

FINE finish that lasts longer and is doubly economical because it takes less time and labor at all stages is what CLIMAX BOAT PAINTS offer the builder and the owner. With CLIMAX Seam Compound that will not crack or come out, with CLIMAKOTE, the wonderful flat coater that saves several coats and sandings and which permits the application of three successive coats in one working day, with CLIMAX Yacht White, and with CLIMAX Bottom Paints which are permanently anti-fouling and do not become chalky, any boat, for fresh or salt water, is as well finished as it is humanly possible to make it.

We shall be glad to submit tests, proof, samples upon request.

THE CLIMAX CLEANER MFG. CO., WEST 110th ST., CLEVELAND, OHIO

CLIMAX BOAT PAINTS

Advertising index will be found on 3rd last page

Relaxation Means a New Perspective

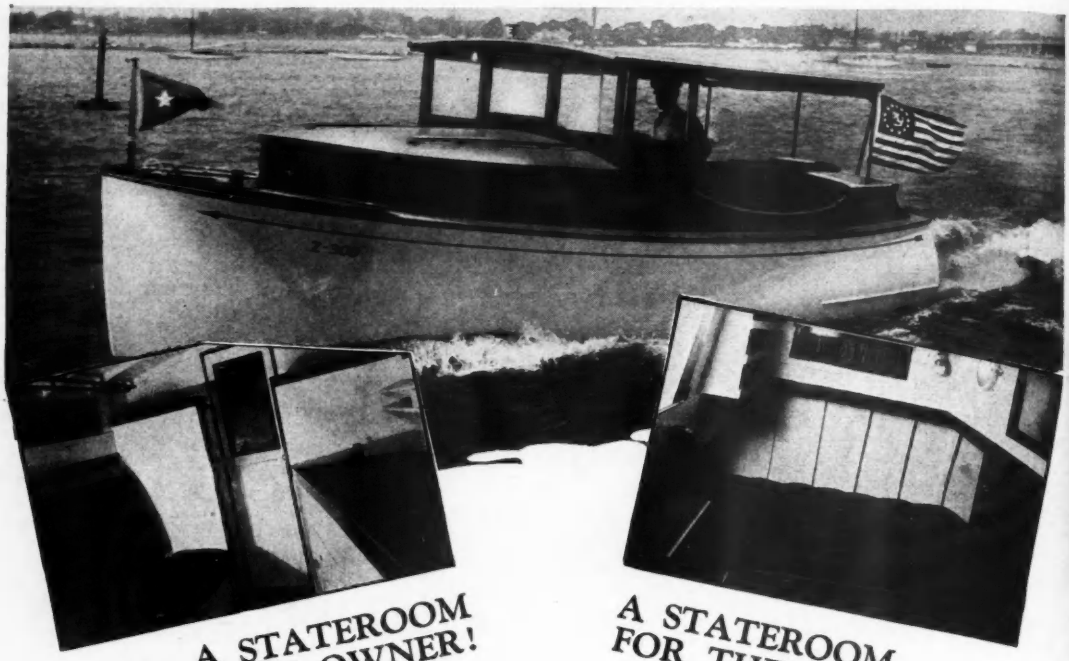
The Luders 72 Means Both!

There's a new thrill in the majesty of the city's skyline as you approach in your Luders 72...There's a new outlook on life as you begin the day unfettered by ordinary means of travel...There's a new ability to cope with the day's problems after a restful cruise into town...breakfast aboard...leisure to read your morning paper...a new angle that promises a day of big achievement.

And the Luders 72 is so completely equipped...so luxurious in appointment...that she is as ideal for cruising as commuting. She sleeps six, has running hot and cold water, shower, galley, roomy crew's quarters, ample afterdeck, electric windlass, generator, and Frigidaire.

Let us show you plans and specifications now for next season. Write or phone for appointment at your convenience.

LUDERS MARINE CONSTRUCTION CO.
STAMFORD, CONN.



A STATEROOM FOR THE OWNER!

A STATEROOM FOR THE GUEST!

THERE is more than Pullman Car accommodations aboard the Richardson Fore and Aft Cabin Cruisabout! This jaunty yacht has two cabins both of which serve as staterooms for the owners and guests.

Numbered among the many conveniences of the main cabin is a large, upholstered seat that opens into two wide berths for restful sleep. The after cabin, extending the full width of the Cruisabout, makes a delightful stateroom for the comfort and privacy of your guests. In this stateroom are two wide berths, a dresser, lockers, shelves, clothes hanging space and many other conveniences seldom found in the staterooms of boats of even greater length and beam.

The Fore and Aft Cabins, beside being separated by the cockpit, are bulkheaded from each other so that privacy equal to that in your home can be maintained.

And the cockpit of this Cruisabout is as large as the average porch! There's plenty of room to relax in big, easy chairs or to carry a dozen or more for a day cruise.

You should inspect this delightful Cruisabout or write for our new free booklet "E," which illustrates and describes every feature of this Cruisabout and her sister ships, the Master and Day Cruisabouts.

RICHARDSON BOAT CO., INC.
356 Sweeney Street, North Tonawanda, N. Y.

Cruisabouts are displayed by

Bruns-Kimball & Co.
5th Ave. and 15th St.
New York City

Bruns, Kimball & Co.
102 So. Fourth St.
Philadelphia, Pa.

Belle Isle Boat & Engine Co.
8777 E. Jefferson Ave.
Detroit, Mich.

Volney E. Lacey
Charlotte Station
Rochester, N. Y.

A. M. Deering
1454 Builders Bldg.
Chicago, Ill.

Washington Motorboat Sales Agency
1344 Connecticut Ave. N. W.
Washington, D. C.

Walter H. Moreton Corp.
1043 Commonwealth Ave.
Boston, Mass.

F. D. Homan
78 Riverside Ave.
Amityville, L. I.

Electric Supply Co.
210 21st St.
Galveston, Texas

Henry Pohl, Inc.
On the Causeway
Miami, Fla.

N. J. Shea
1424 Lauderdale Ave.
Lakewood, Ohio

George Bender
Kane, Pa.

Richardson Cruisabouts

Advertising index will be found on 3rd last page

For Snappier Motors–

New Outboard Tachometer

For greater speed and improved engine performance install the new Consolidated outboard tachometer on your boat. Regardless of the cause — poor ignition, fouled spark plugs, a carburetor misadjustment, improper gas and oil mixture, or some other ailment — this outboard tachometer accurately indicates any let-down in engine speed by recording the slightest R.P.M. fluctuation.

To insure accuracy under all boating conditions, Consolidated engineers have adapted for this outboard tachometer, at reduced production cost, the famous Jones precision movement employed in finely adjusted aviation and marine instruments.

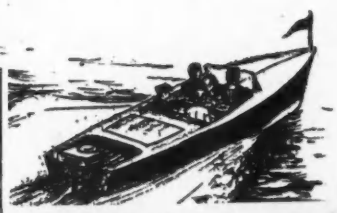
CONSOLIDATED INSTRUMENTS

CONSOLIDATED INSTRUMENT CO. *of* AMERICA, Inc.
305 East 47th Street, New York City

Manufacturing Divisions
Julien P. Friez and Sons, Inc., Baltimore, Md.
Molded Insulation Co., Mt. Vernon, N. Y.
Aircraft Control Corp., Philadelphia, Pa.

Full size illustration shows easily readable large dial with heavy plate cover glass and polished waterproof case. Special mounting plate for attachment to dash — permits easy adjustment to proper reading angle and removal of tachometer when not in use. Special right-angle type ball bearing motor attachment. Exclusive feature—six feet braided bronze flexible tubing with special process music wire cable.

Price Complete $30.



IMPORTANT
Specify motor name and model when ordering.

DEALERS!

Consolidated Instrument Co. of America, Inc.
305 East 47th Street, New York City

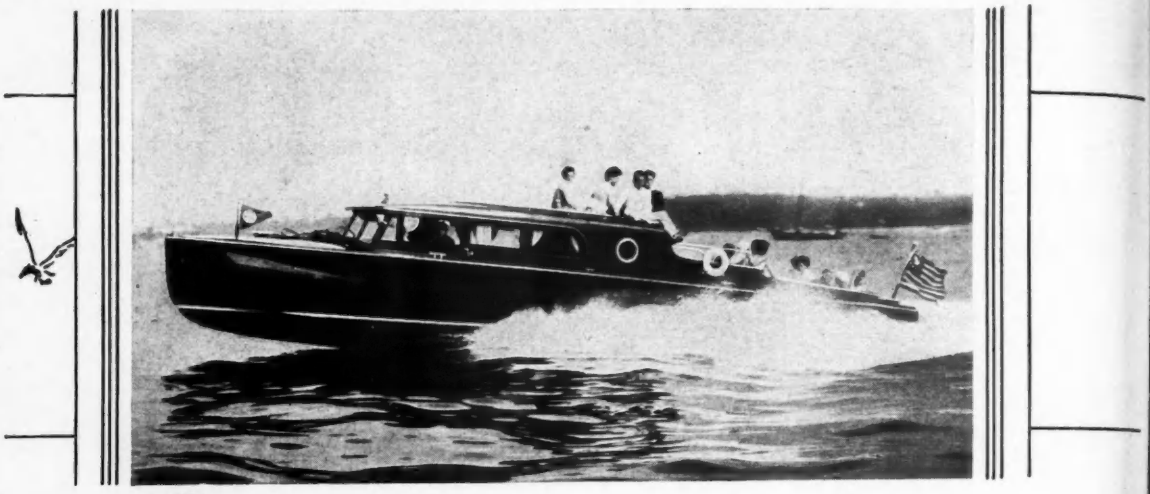
Gentlemen: Is my territory still open? If so, please give me full details of your dealer proposition.

Company _____

Street _____

City _____ *State* _____

Per Mr. _____



Years of Romance Thrills and Pleasure are packed into the New ROBINSON Seagull

You cannot lightly pass over the delights of ownership and the distinct advantages which the 39 foot all mahogany Seagull provides in such full measure. It is a fast, easily maneuvered 30 to 32 mile an hour boat built for any weather — has complete cruising accommodations for four, but will comfortably carry fifteen to twenty — rides and drives like a fine runabout — provides a novel, thrilling and effective source of entertainment for your family, yourself, and your hosts of friends. Now in its fourth year of production and repeatedly refined — the Robinson Seagull is the only boat of its type that assures such time-tried performance — provides such impressive beauty and completeness. The new 1930 models are coming through for the Southern Season. Visit our recently completed plant or write today for the Robinson catalog of cruiser and commuter models.

39-ft. Seagull Sedan Cruiser, Hall-Scott, Sterling or Kermath powered — $13,200 to $14,300; 42-ft. Twin Screw Commuter, $22,500; 38-ft. Red Arrow Day Cruiser, Optional Twin Screw Power, $12,800. Represented by A. C. F. Salons, 217 W. 57th St., New York City; 500 East Jefferson Ave., Detroit, and S. Clyde Kyle, Rialto Bldg., San Francisco; Walter H. Moreton, 1043 Commonwealth Ave., Boston; Kimball Marine Corp., 29 Wacker Drive, Chicago; R. B. Lechinger, Houston, Texas; Volney Lacy, Rochester, N.Y.; J. A. Scarlett, 436 East Second St., Cincinnati, Ohio; N. J. Shea, 1425 Lauderdale, Lakewood, Ohio.

ROBINSON MARINE CONSTRUCTION COMPANY
BENTON HARBOR, MICHIGAN

Advertising index will be found on 3rd last page

"Gar" Wood, Inc.
BOATS AND ENGINES OF DISTINCTION
DETROIT, U.S.A.

March 2, 1929

H. B. Fred Kuhls,
Third Avenue and 65th Street,
Brooklyn, New York.

Gentlemen:

It is a pleasure to advise you that we have used your Mahogany Seam Composition ever since we have started building Gar Wood boats and Baby Gar Runabouts.

On all of our standard and special boats, we use your Kuhls Elastic Seam Composition, as we have found it entirely satisfactory and the best obtainable.

Yours very truly,
GAR WOOD, INC.
R. L. Bartley
R. L. Bartley,
Sales Manager.

GAR WOOD not only uses Kuhls' Elastic Seam Composition in all standard Baby Gar Runabouts, but also in his famous racing craft. What more severe test can any marine product be put to than the terrific strain of a 93-mile-an-hour speed made by Gar Wood with Miss America VII at Miami Beach, March 23rd. Illustration above shows Gar Wood's Miss Americas VII and VIII, running neck and neck in their successful defense of the Harmsworth Trophy, emblematic of the world's speed boat championship at the Detroit Regatta. Gar Wood's long experience as builder and driver of the world's fastest boats has proven to him time and time again that for a watertight seam there is no caulking material superior to Kuhls' Elastic Seam Composition, the first choice of leading builders everywhere.

Made in three grades—each for a particular purpose. Use No. 1 for deck seams; No. 2 for hull seams; No. 3 for laying canvas on decks, housing and hatches; also for canvasing and repairing canoes.

Reach for KUHLS' instead of Pitch

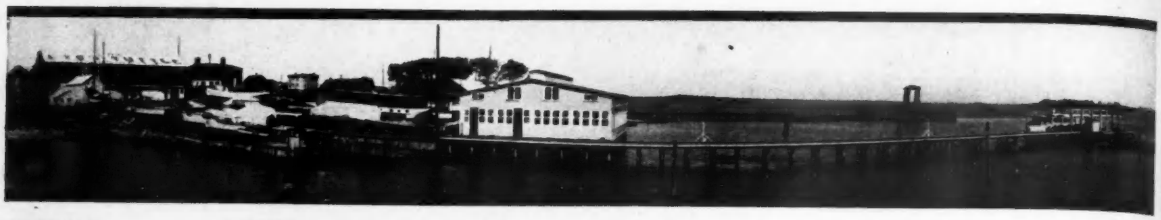
H. B. FRED KUHLS

Sole Manufacturers—Established 1889

SIXTY-FIFTH STREET and THIRD AVE. BROOKLYN, N. Y.

Elastic Flat Yacht White — *Elastic Gloss Yacht White* — *Elastic Trowel Cement* — *Elastic Deck Varnish*

ELASTIC SEAM COMPOSITION TRADE MARK



When Winter Comes—

You'll Be More Comfortable If You Know Your Boat Is Safely Stored In This Modern Yacht Yard

PICTURE a complete boat yard located within the limits of New York City with every facility and equipment for safely and expeditiously hauling, handling and storing your boat. Where expert hands will prepare it for the winter, with a large staff of competent yacht workers at hand for repairs, overhauling, fitting out and finally, prompt service in putting it overboard on the day you order it next spring.

Lyon-Tuttle Service includes experience, personnel and equipment second to none for storing and overhauling your boat with maximum convenience and safety at minimum expense.

Open and Covered Storage Still Available

A personal inspection of this plant will convince you. It will be a pleasure to show it to you. Write or phone—

THE LYON-TUTTLE CORPORATION

King Street, City Island, New York City

Telephones: City Island 1645-1646

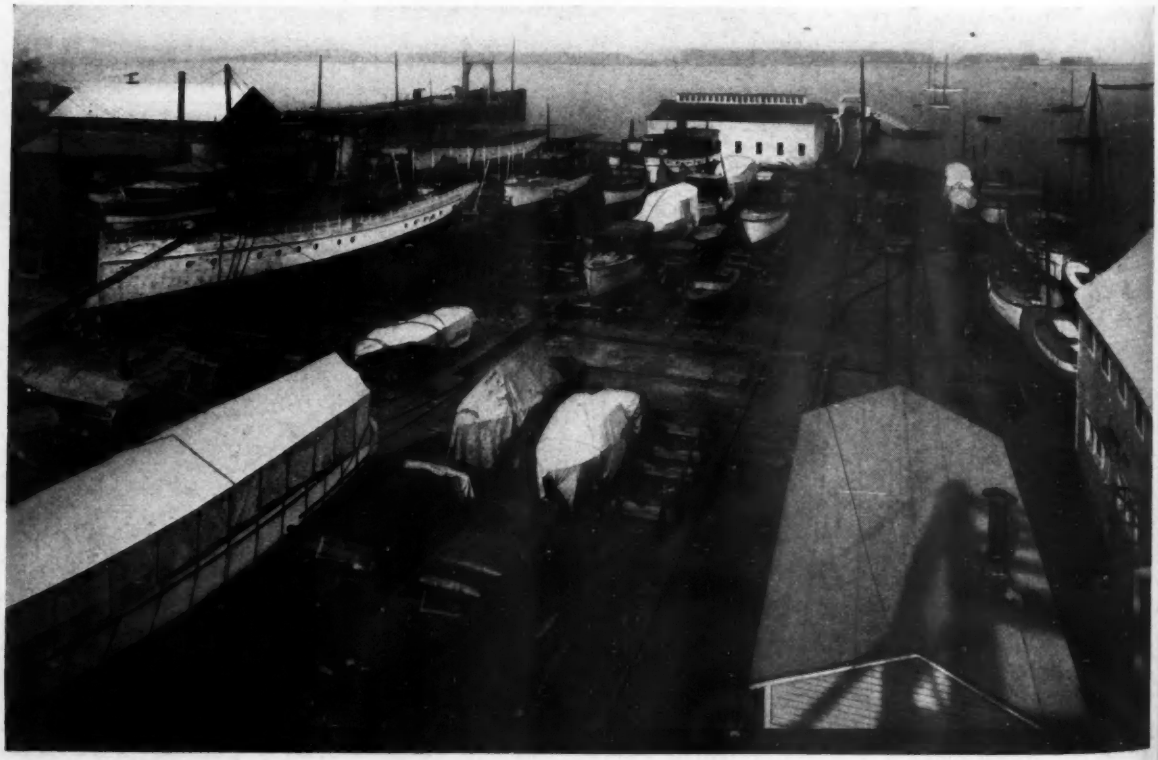
SHOWROOMS

HOWARD W. LYON

INCORPORATED

HOTEL BARCLAY 582 Lexington Ave. (at 49th Street) *Telephones: Vanderbilt 4445-4446* **NEW YORK**

SEA-LYON RUNABOUTS



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Miss Marion Carstairs and Arthur Bray of London in the Chris Craft which was used at Detroit for taxi service to attend her Harmsworth challenger, Estelle IV. Miss Carstairs has two Chris Craft at home

OCTOBER, 1929

Vol. XLIV, No. 4

MOTOR BOATING

FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

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HOW IT ALL STARTED

By ANDREW B. DURYEE

MANY years ago, in the third moon of the eighth flood, in the reign of the noble King Put Put, there were assembled along the shores of the sea, a mighty gathering of Caliphs. Now it was their custom at this time to feast and make merry, lavishly partaking of the fruits of the last harvest, even as they offered sacrifice to the God of Floods, that the next harvest might again enrich them. For be it known, that as the floods came and went so waxed and waned the fortunes of these people.

From the palm fringed shores, kissed by the rising sun, and in no less numbers, from those distant shores, behind whose ramparts the setting sun was wont to hide at evening, came these merry men, and we do well to call them merry. For ten days and ten nights had they feasted. Whole droves of beeves had been slaughtered and for leagues the shore was lined with empty casks.

As the day drew to a close and the rosy sparkle of the waves turned to silver in the moonlight, the talk turned to games of skill and tests of speed, for these men were not called Caliphs because of their wit alone. Each was a mighty man and had won his crown through many tests of strength and skill. Now Caliph Haroun El Put Put was called King by them all, for never were great affairs discussed, that his words of wisdom and wise counsel did not prevail.

As the boasting and clamor waxed greater, each man attempting to outdo his neighbor, El Put Put, with a sweep of his arm and a hiss through his beard, stilled them all. "Peace, my brothers," said he, "Of what avail is all this? You have talked at great length of your skill in the sports in which we have been trained by our fathers. Let us now try our skill at a sport which is strange to us, and no man will have advantage over another but rather will all his wit and energy be called upon. Let us each fashion a boat and each shall choose the manner in which his boat shall be given motion. Those who place their faith in the winds may use sails and those who believe in the strength of their arms may use oars, and I will use still another means." And a great shout went up and great was the acclaim that their chief had struck upon this happy thought, for they knew that here was a race worthy of their best.

El Put Put paused that his words might take effect and as they looked towards him expecting further speech their brows became furrowed and they wondered greatly, what manner of man was amongst them. Well they knew that boats were moved by oars and by sails, but without these, would not a boat stand still? And as they whispered, one to the other with great shaking of heads, they believed that the heat of the day, the last cup of wine or old age was affecting their chief. He, however, was no whit disturbed by their questioning glances and continued his discourse. Saith he, "Those amongst you who are scribes and who are intrusted with the making of designs upon the trestle board, shall gather together at the shore and above the high water mark, shall etch in the sand a design of a small vessel, capable of floating upon the water and bearing the weight of two people. When your designs are completed each and every one shall construct to the best of his ability a craft, each like unto another, for it is not my wish that one man shall have the advantage over another because of the shape of his craft, but rather shall the manner in which he causes his craft to move decide who is the victor."

Having agreed to this plan, no time was lost, and ere the next day's sun had set, great was the clamor and noise of the workmen. Now these merry men had never before set forth upon the sea, but being undaunted they sought to make a jest of the matter and so decided to build their craft in the form of a sarcophagus. One explaining to another that if they did not return and the waters engulfed them, at least they would have their coffins with them.

Soon all was in readiness and in order that one craft might be told from another, each Caliph drew upon the sides of his craft, a name. Some calling their craft after their favorite wives, others after the place from whence they came, while El Put Put in letters a full cubit high had inscribed the word SCARAB upon his craft.

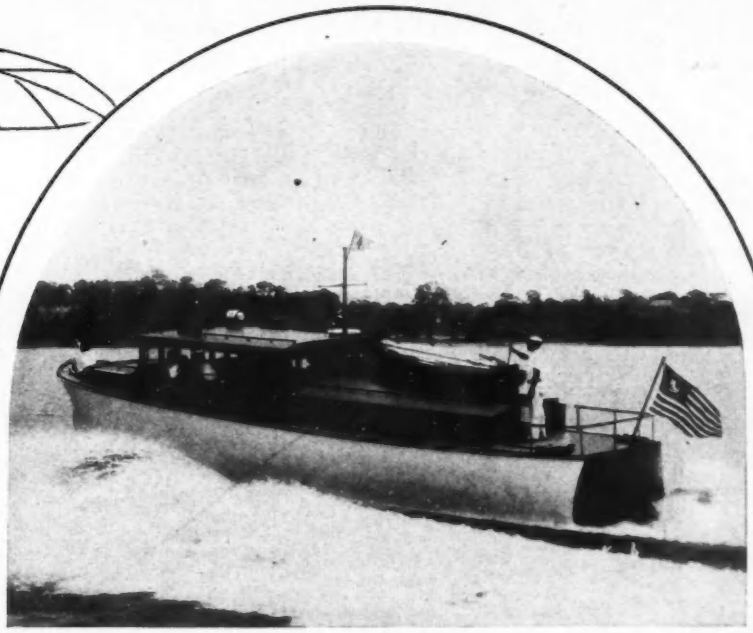
And great was the shout of merriment that went up as the Caliphs beheld this, and they made great jest over the fact that their chief had selected the name of an insect notoriously slow to move. Wise old El Put Put, keeping his own counsel, smiled and said nothing and stepping into his craft and summoning a slave to accompany him shoved away from the shore, as did likewise the other contenders, for they had agreed that each man was to carry a slave to assist them, and each had selected his strongest slave, except El Put Put. His slave unlike the others, whose backs were bared, was slight of build and wore a robe to cover his nakedness.

As they assembled at the starting point, they presented a sight long to be remembered. Those depending upon the wind to move them had fashioned sails of whatever came to hand, some using their prayer rugs and others the most intimate garments of their favorite wives, while those who preferred the use of oars presented likewise a varied picture, some having made small blades that could be held in the hand, while others had carved great sweeps, many cubits in length. The craft of El Put Put however, showed none of these things, his craft was bare of sails and oars but, at the stern extended a row of small spikes, fashioned of wood and securely fastened to his craft, and on each spike he had affixed a scarab, in such manner that they could move their wings but could not free themselves, and this was the picture as they awaited the word to start.

The clear note of a trumpet rang out and they knew that it was the signal that prepared them for the start, soon this was followed by another trumpet call which warned them that they must be ready, finally came the starting signal and they were off. The surface of the sea was lashed as though by gales, striving with oars and hauling on their sails, each tried to increase the speed of his craft, and strange to relate the craft of El Put Put moved with the rest. Here all was calm, as El Put Put sat serenely in the stern directing his craft and giving low voiced orders to his slave, who was indeed strangely engaged, for be it known that never before had such a sight been witnessed. In the right hand of the slave was held a plume of the ostrich and ever and anon he would touch in a sensitive spot, one of the beetles, causing a mad fluttering of wings and, as each beetle strove to release himself, a low hum arose from the craft. The other Caliphs, wondering from whence came this unusual sound, gazed around and great was their amazement to see the craft of El Put Put slipping through the water, whereupon they lashed their slaves and with great effort gradually forged ahead.

Now El Put Put noting this was not to be outdone and raising his voice in a great shout commanded his slave thusly, "String on another scarab," and from a pouch the slave reached forth and affixed another beetle and still another and another and soon the bow

(*Continued on page* 156)



Go the Limit~~ YOU'LL FIND NOTHING YOU CAN BUILD OR BUY HALF SO COMPLETE LUXURIOUS OR FAST!!

Step by step, the Fairform Flyer has been conscientiously improved. Each new feature has been carefully tried before its adoption. Today the new 1930 model gratifies every possible desire for speed, luxury, comfort, roominess and sensible, practical safety features. It is doubtful whether you could have a boat designed and specially built that would suit your needs half so completely—provide the same degree of owner satisfaction—serve you with such a faultless and dependable brand of seaworthy performance. Each Fairform Flyer is custom-built. Only by strict observance of practical standardized methods—constant factory supervision, and the most intelligent direction has the present remarkably low price on such a fine craft been made possible.

A readable and informative mailing piece has been prepared on The Fairform Flyer "45." It will be gladly sent with advance Fall and Winter delivery dates, on request.

HUCKINS YACHT CORPORATION

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The Twin Screw Fairform 45 Flyer

A Service Dock for Boat Owners

Any yachtsman will be efficiently served with gas, oil, yacht supplies, haul-outs, service and repair work at our newly established Fairform Flyer Service Dock in Jacksonville, Florida.

STANDARD SPEEDS UP TO 30 MILES PER HOUR

WHERE TO BUY BOATS AND ENGINES IN NEW YORK

Dealers in Standardized Products in the Metropolitan Area

A. C. F. Cruisers, American Car & Foundry Co., 217 West 57th St., New York.

Acme Outboard Boats, Abercrombie & Fitch Co., Madison Ave. and 45th St.

Airships Outboard Boats, V. Withstandley, 11 Central Park West.

Banfield Sea Skiffs, Banfield Sea Skiff Works, 502 Lexington Ave. Building.

Bessemer Marine Diesel Engines, Earl H. Croft, 25 West 43rd St.

Fleetwing Cruisers, F. V. Borick, Hudson River and 152nd Street.

Bossert Outboard Boats, Davega, Inc., all stores; Gimbel Brothers, 6th Ave. and 33rd Street.

Boyd-Martin Outboard Boats, E. J. Willis Company, 85 Chambers Street.

Buda Marine Motors, Bowler, Holmes & Hecker, 259 Greenwich Street.

Buffalo Marine Motors, New York Office, 347 Madison Avenue.

Caille Outboard Motors, Universal Watercraft, 42 Warren Street; E. J. Willis, 85 Chambers Street.

Cape Cod Boats, John Wanamaker, Broadway and 8th Street; Armstrong & Galbraith, Inc., 79 Barclay Street; Topping Brothers, 157 Varick Street.

Chase-Emerson Outboard Boats, New York Office, 11 West 42nd Street.

Corsair Cruisers, Brewster Marine Sales Co., 11 West 42nd Street.

Chrysler Marine Motors, Chris Smith & Sons, 1 West 52nd Street; Gar Wood, Inc., 1860 Broadway; American Car & Foundry Co., 218 West 57th St.; Wilbur H. Young & Co., 250 West 57th Street; Garlock & Brewster, 11 West 42nd Street; Wheeler Shipyard, Foot of Harway Ave., Brooklyn; Howard W. Lyon, Inc., 532 Lexington Ave.; Sea Sled Corporation, 226 4th Ave.

Chris Craft Runabouts, Chris Smith & Sons, 1 West 52nd Street.

Consolidated Shipbuilding Corp. Boats and Engines, Morris Heights, New York.

Cummins Diesel Engines, G. H. Blaker, 551 Fifth Avenue; Smith Meeker Engineering Co., 123 Liberty Street.

Cute Craft Outboard Boats, Universal Watercraft, 42 Warren Street; Haynes Griffin, Inc., 41 West 43rd Street.

Dart Runabouts, E. S. Glines, 11 West 42nd Street, New York.

Dachel Carter Cruisers, Gardiner Marine Sales & Service, 17 State St.

Dawn Cruisers, Dawn Boat Corp., Clason Point.

Dodge Runabouts, 3 East 52nd Street.

Dee White Outboard Boats, Wilbur H. Young & Co., Inc., 250 West 57th Street.

Elco Cruisers, Port Elco, 247 Park Ave,; plant. Bayonne, N. J.

Elto Outboard Motors, Bowler, Holmes & Hecker, 259 Greenwich Street; Haynes Griffin Co., 41 West 43rd Street; Palmer Brothers, 89 Third Ave.; H. Mikkelsen, 44 Warren St.; Verrier Eddy Co., 201 East 12th St., John Wanamaker, Broadway and 8th Street; Armstrong & Galbraith, Inc., 79 Barclay Street.

Luders Yachts, Stamford, Conn.

Ludington Outboard Boats, Bruno Beckhard, Flushing, Long Island; Oluff Mikkelsen, 115 East 23rd St.

Lycoming Marine Engines, Palmer Bros., 89 Third Ave.

Evinrude Outboard Motors, Evinrude Motor Company, 115 East 23rd St.; Abercrombie & Fitch Co., Madison Ave. and 45th St.; Armstrong and Galbraith, Inc., 79 Barclay St.; Batterham Whitmey Co., 140 West 42nd Street; Davega, Inc. All stores: Gimbel Bros., 33rd St. and 6th Ave.; Haynes-Griffin, Inc. 41 West 43rd Street; Low & Hughes Golf Shop, 56 West 45th Street; H. Mikkelsen, 44 Warren Street; Sea Sled Corp., 226 Fourth Ave.; Sutter Brothers, 47 Great Jones Street; W. & J. Tiebout, 118 Chambers St.; Topping Brothers, Varick & VanDam Streets; E. J. Willis Co., 85 Chambers St.; Victor Withstandley, 11 Central Pk. West; Wilbur H. Young & Co., Inc., 57th Street and Broadway; Alex Taylor Sporting Goods, 22 East 42nd Street; J. F. Blackman & Son, 2745 Third Avenue; C. G. Galbraith & Son, 35 Warren Street; R. W. Zundel Co., 47 Whitehall Street; Holt Marine Engineering Corp., 611 West 125th Street; Verrier Eddy Co., 20 East 12th Street; Palmer Brothers Engines, Inc., 89 Third Ave.; Bronx Boat Works, southeast of Pelham Bay Park; F. Linden Bronx Motor Boat Club, Clason Point; Boat and Motor Sales, 7774 East Tremont Ave.; Bronx Motor Boat Co., 1786 Tremont Ave.; Consolidated Shipbuilding Corp., Morris Heights; H. R. Lange, 526 City Island Avenue.

Fairchild Outboard Boats, Gimbel Brothers, 6th Ave. and 33rd Street; Haynes Griffin, Inc., 41 West 43rd Street.

Fay & Bowen Marine Engines and Boats, Sutter Brothers, 47 Great Jones Street.

Gray Marine Engines, Bowler, Holmes & Hecker, 259 Greenwich Street.

Hacker Craft Runabouts, Bruns, Kimball & Company, 5th Ave. and 15th Street.

Hall Scott Marine Engines, 217 West 57th Street.

Herbst Outboard Boats, Wilbur F. Young, 250 West 57th Street.

Hill Diesel Engines, 51 East 42nd St.

Hooton Outboard Boats, Universal Watercraft, 42 Warren Street.

Humphreys Cruisers, Frederic P Humphreys, Inc., 230 Park Ave.

Johnson Outboard Motors, Abercrombie & Fitch, Madison Ave. and 45th Street; David T. Abercrombie Co., 311 Broadway; William E. Allard, Jr., 4B Edgewater Park, Bronx; American Car & Foundry Co., 217 West 57th Street; Armstrong & Galbraith, 79 Barclay Street, Automotive Elec. Serv. Corp., 106 West 63rd Street; Bowler, Holmes & Hecker Co., 259 Greenwich Street; H. & D. Folsom Arms Co., 314 Broadway; C. C. Galbraith & Son, 33 Warren Street; Gimbel Brothers, Broadway and 33rd Street; Haynes Griffin, 41 W. 43rd St.; Howard Lyon, Inc., 532 Lexington Ave.; Ralph Oakley, 242 Dyckman Street; Sea Sled Corp., 226 Fourth Ave.; Alex Taylor & Co., 22 East 42nd Street; Topping Brothers, 159 Varick Street; Verrier Eddy Co., 201 East 12th Street; John Wanamaker, 784 Broadway; Brickners Auto Supply Co., 5073 Broadway; Consolidated Shipbuilding, Morris Heights; Richard Cox, 200th Street and Hudson River; Dawn Boat Corp., Clason Point; Von Lengerke & Detmold, 349 Madison Ave.; Waterbury Battery & Ignition Co., 1250 Castlehill Avenue; E. J. Willis Co., 85 Chambers Street.

Kelley (Baby Whale) Outboard Boats, H. Mikkelsen, 44 Warren Street.

Kennebec Outboard Boats, John Wanamaker, 784 Broadway; Bloomingdale's, 60th Street and Lexington Ave.; Universal Watercraft, 42 Warren Street.

Kermath Marine Engines, Bruns, Kimball & Company, 5th Ave. and 15th Street.

Laconia Outboard Boats, Howard W. Lyon, Inc., 532 Lexington Ave.

Lockwood Outboard Motors, V. Withstandley, 11 Central Park West; Armstrong & Galbraith, 79 Barclay Street; Joseph J. Burck, 1441 Doris Street; C. C. Galbraith & Son, 33 Warren Street; Sea Sled Corp., 226 Fourth Ave.; Haynes Griffin, 41 West 43rd Street; Sutter Brothers, 47 Great Jones Street; Splitdorf Elec. Sales & Service Co., 225 West 58th Street; Abercrombie & Fitch Co., Madison Ave. and 45th Street; Boat & Motor Sales Co., 1774 Tre-

(*Continued on page* 154)

WINTON ENGINES

Over the Horizon

HULL down on the horizon, bound for picturesque Venice and the Lido, perhaps for some out-of-the-way port in the Orient, or, if you prefer, for one of the innumerable beauty spots along our own coast—wherever your destination may be, the prospect is brightened immeasurably when you travel in a modern Winton-Diesel Yacht. Always competently designed, built, and powered, such a ship, with its delightful freedom from the commonplace, is a superb creation for the travel connoisseur, whose needs are fully satisfied only by the finest type of yacht available.

Originality in design is evident in the rakish appearance of Anson W. Hard's new *Avalanche*, illustrated above, with her partially sunken deck house and sun deck, and long after deck. Designed by Tams and King, Inc. Built by Consolidated Shipbuilding Corporation. Length overall, 154 feet, 6 inches; length waterline, 153 feet, 3 inches; beam, 24 feet; draft, 8 feet. Powered with two 600 H. P. Winton Diesels—power plants supreme for fine pleasure craft.

THE WINTON ENGINE COMPANY
CLEVELAND, OHIO, U. S. A.

WINTON

AMERICAN MOTOR BOAT RECORDS

Mile Trials
(Average of 6 One Mile Runs)

Miss America VII, owned by Gar Wood, at Miami Beach, Florida, March 23, 1929. Built by Gar Wood, Packard motors. Speed 93.123 m.p.h.

Gold Cup Class
625 cubic inch boats

Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06:83; speed, 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Imp, owned by Richard F. Hoyt, Red Bank, N. J., 1929. Time 1:51:33.48, speed, 48.451.

(Unlimited Hydroplane)

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed, 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

Detroit Sweepstakes

Fastest lap (3 miles), Packard Chris Craft 11, owned by Colonel J. G. Vincent, Detroit 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; speed, 55.65.

British International Trophy
Unlimited Hydroplanes

Fastest heat (30 nautical miles) Miss America VIII, owned by Gar Wood, Detroit, Sept. 2, 1929. Speed 75.287 m.p.h.

Fastest lap (5 nautical miles) Miss America VIII, owned by Gar Wood, Detroit, Sept. 2, 1929. Speed 79.362 m.p.h.

24 Hours

Rainbow IV, owned by Harry G. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed, 50.78.

1½ Liter Class (Trial Runs)

Newg, owned by Miss M. B. Carstairs, England, March 12, 1927. Speed, 39.45.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed, 42.17.

151 Class—Unlimited

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y. July 5, 1927. Speed, 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif., December 12, 1927. Speed, 55.42.

One lap in competition, Miss California, owned by Loynes-Harris, San Diego, Calif., December 12, 1927. Speed, 59.68.

151 Class Limited

In competition, Miss California, owned by Dick Loynes, at Sarasota, Florida, March 8, 1929. Speed, 49.20 m.p.m.

Mile trials, Miss Rioco, owned by J. A. Talbot, Miami Beach, Florida, March 19, 1928. Speed, 50.60.

340 Class

Miss California, owned by Loynes-Harris, Houston, Texas, July 2, 1927. Speed, 50.99.

510 Class

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. 10 miles—in competition. Speed, 51.28.

7⅛ miles, Miss Kemah, owned by Henry Falk, Houston, Texas, July 4. 1927. Speed, 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky., July 5, 1926. Speed, 53.43.

725 Class

5 miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky., July 5, 1926. Speed, 61.22.

Mile straightaway, Doc's II, owned by I. R. Van Sant, Peoria, Illinois, October 11, 1925, winning King of Belgians' Trophy. Speed, 61.77.

Single Engine Hydroplanes

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit, Sept. 3, 1921. Speed, 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio. September 29, 1923. Speed, 64.75.

The official Outboard Racing Rules adopted by all Associations for 1929 recognize American records made only over distances of five, six, ten and fifteen miles and mile trials made over statute and nautical miles in each of the several classifications of engines, by drivers of Divisions I and II.

Division I drivers are defined as those who have competed and finished in less than 15 complete races in a given class.

Division II drivers are defined as those who have competed and finished in 15 or more races in a given class.

It must be emphasized that records under these rules are AMERICAN records and NOT World's records.

Mile Trials, Statute Miles

Class A, Division I

A-21, driven by Charles Harris at Augusta, Me., July 22, 1929. Built by Herbst, Lockwood engine. Speed 25.96 m. p. h.

Class A, Division II

B-2, driven by A. Sutherland at Worcester, Mass. May 29, 1929. Built by Herbst, Lockwood engine. Speed 26.31 m. p. h. (9)

Class B, Division I

Miss Hupmobile, owned by T. H. Tupman, driven by John Beneloski, at Balboa, California, June 15, 1929. Built by F. J. Pierce, powered with a Johnson motor. Speed 39.24 m. p. h. (14)

Class C, Division I

A-63, driven by Millard Jackson at Augusta, Me., July 22, 1929. Built by Lake Elsinore Boat Works. Evinrude engine. Speed 41.14 m. p. h.

Class B, Division II

Crandall Comet, owned by Crandall Boat Co., driven by John Adams, at Balboa, California, June 15, 1929. Built by Crandall Boat Co., powered with Johnson motor. Speed 40.12 m.p.h. (15)

Class C, Division II

Wild Fire, driven by R. Allen Smith at Cross Lake, La., July 21, 1929. Built by Ashbridge Boat Works. Evinrude engine. Speed 41.01 m. p. h.

Class D, Division I

Ceestepper IV, driven by D. Hundertmark at Greenwood Lake, N. Y., August 18, 1929. Built by Penn Yan Boat Works, Johnson engine. Speed 44.17 m.p.h.

Class D, Division II

Blue Streak, owned by Leo M. Baughman, driven by H. G. Ferguson at Balboa, California, June 15, 1929. Built by Lake Elsinore Boat Works, powered with Johnson motor. Speed 47.29 m. p. h.

Class E, Division II

Baby Whale XIII, driven by H. R. Maddocks at Worcester, Mass., May 29, 1928. Built by D. N. Kelly & Son, Johnson engine. Speed 35.02 m. p. h. (D)

Mile Trials, Nautical Miles

Class C, Division I

Bossert Pirate, owned by Walter Peterssen, at Albany, N. Y., July 5, 1929. Built by Bossert, Evinrude engine. Speed 34.05 nautical m. p. h.; 39.15 statute m. p. h.

Class D, Division I

Big Ben, owned by Harold Chapman, at Albany, New York, July 5, 1929. Built by Hallock, Johnson engine. Speed 38.09 nautical m. p. h.; 43.80 statute m. p. h.

Class C, Division II

Thisbe, owned by Helen Hentschel, at Albany, New York, July 6, 1929, Built by Hodgson, Evinrude engine. Speed 34.82 nautical m. p. h.; 40.04 statute m. p. h.

Class D, Division II

Uniplex, owned by W. B. Schulte and W. M. Fry at Detroit, Michigan, September 4, 1928. Built by Century, Elto Quad engine. Speed 32.70 nautical, 37.60 statute. (F)

Five Miles

Class B, Division I

Sweet 16, driven by N. C. Blanchard, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 36.95 m. p. h.

Class C, Division I

Miss Chevrolet, driven by John R. Glassell, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Evinrude engine. Speed 39.47 m. p. h.

Class D, Division I

Peggy Lee, driven by Floyd Hodges at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 41.06 m. p. h.

Class A, Division II

B2, driven by A. E. Sutherland at Worcester, Mass., May 30, 1929. Built by Herbst, Lockwood engine. Speed 25.50 m. p. h. (4)

Class B, Division II

Miss S. & L, driven by C. D. Loe at Cross Lake, La., July 21, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 36.45 m. p. h.

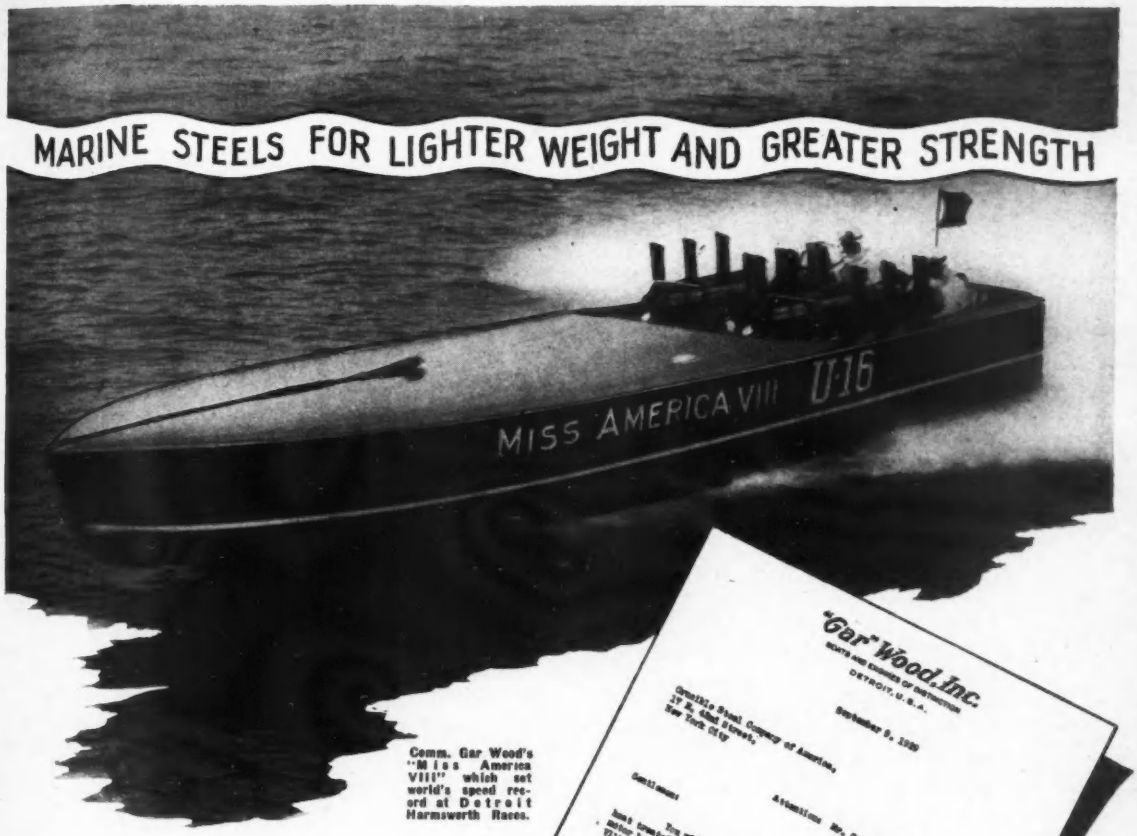
Class C, Division II

Wild Fire, driven by R. Allen Smith, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Evinrude engine. Speed 38.73 m.p.h.

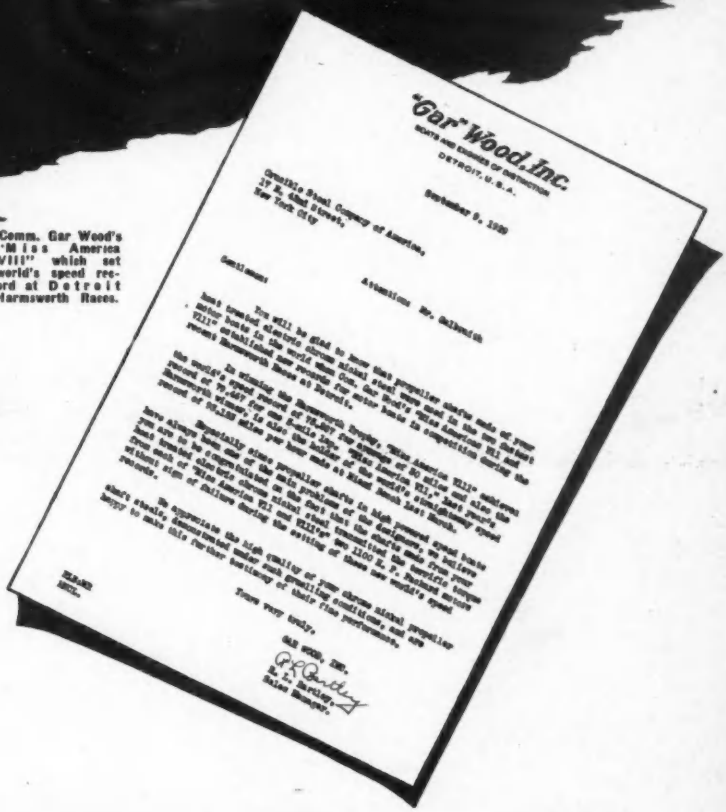
Class D, Division II

Miss S & L, driven by Chas. Dillman, Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works, Johnson engine. Speed 41.69 m. p. h.

(*Continued on page* 156)



Comm. Gar Wood's "Miss America VIII" which set world's speed record at Detroit Harmsworth Races.


"Gar" Wood, Inc.
DETROIT, U.S.A.
September 9, 1929
Crucible Steel Company of America,
17 E. 42nd Street,
New York City
Gentlemen:
Attention Mr. Dalzell
We will be glad to know that propeller shafts made of your Rex-4 chrome nickel steel were used in the two fastest motor boats in the world when Gar Wood's "Miss America VII" and "Miss America VIII" established new records for motor boats in competition during the recent Harmsworth Races at Detroit.
In winning the Harmsworth Trophy, "Miss America VIII" achieved a speed of 77.675 miles per hour over the course of 90 miles, clinching upon the world's fastest motor boat at Miami March 1st, 1929.
Both these boats were equipped with propeller shafts made from Rex-4 steel furnished by Crucible. The shafts were subjected to the most severe tests during the Harmsworth Races, as they were driven at speeds of 70 miles per hour for the duration of the races.
Especially since propeller shafts in high powered speed boats have always been subject to the most severe conditions, we believe that you will be interested in the fact that the shafts from these two boats, which established new world's records, were made from Crucible Rex-4 chrome nickel steel, and that the shafts from "Miss America VII" and "VIII" are identical in size and design with those used in Gar Wood's "Miss America" which established the world's speed records in 1920 and 1921.
In appreciation of the high quality of your chrome nickel propeller shaft steels, demonstrated under such gruelling conditions, we are eager to make this further testimony of their fine performance.
Yours very truly,
GAR WOOD, INC.
R. R. Dalzell
Sales Manager.
RRD:MMC

Contributing to a World's Record

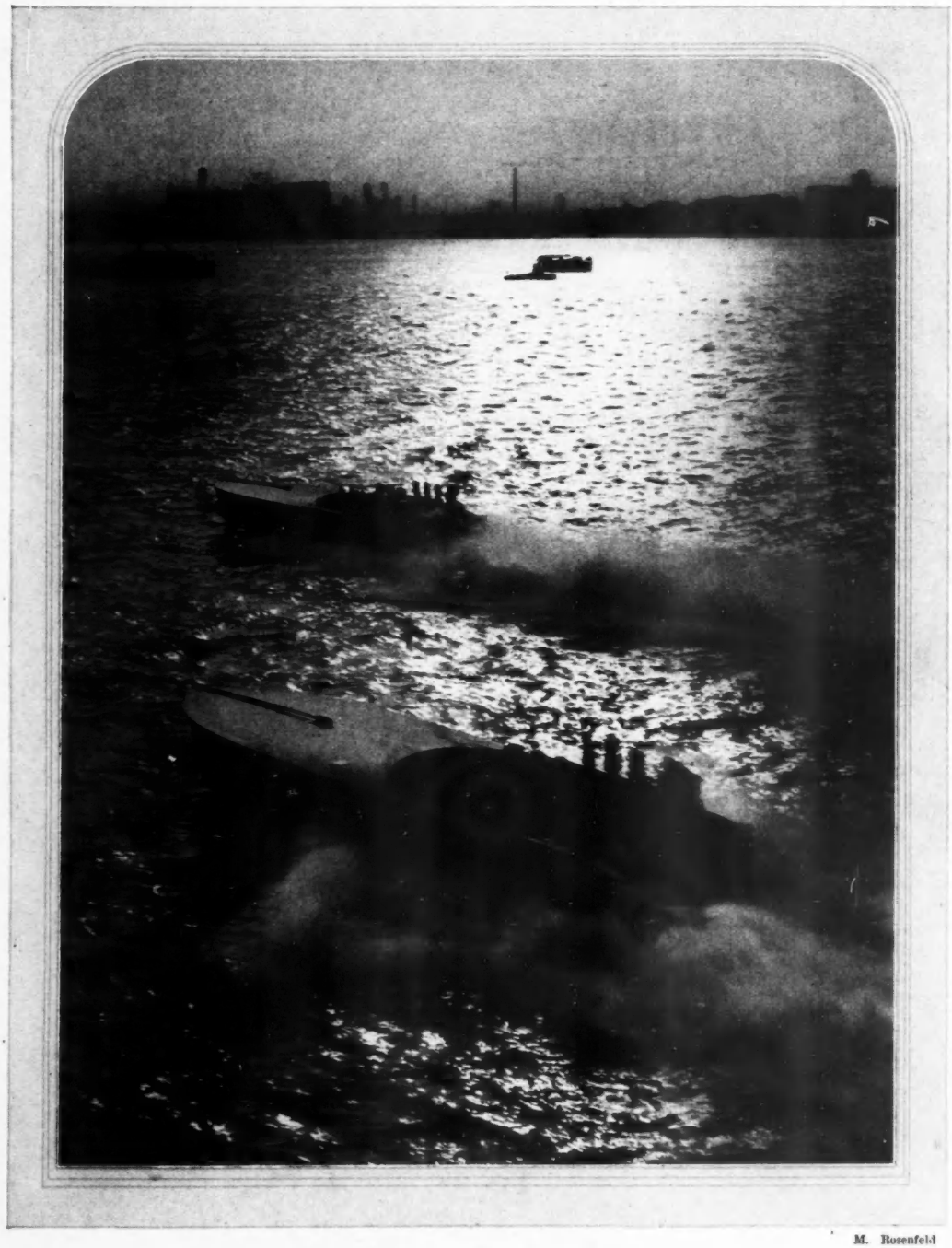
Crucible Steel Company's electric chrome nickel propeller shaft steels are famous for their durability under excessive strains. Their high tensile strength was demonstrated conclusively during the recent Harmsworth Races at Detroit when they did their vital bit in aiding Comm. Gar Wood's "Miss Americas VII and VIII" to establish new world's speed records for motor boats in competition.

For maximum efficiency, demanding highest quality and uniformity, Crucible Steel Company's alloy steels are recognized as vital factors in the accomplishment of superlative performances.

CRUCIBLE
FOR MARINE STEELS

CRUCIBLE STEEL COMPANY OF AMERICA

17 EAST 42nd STREET **NEW YORK CITY**

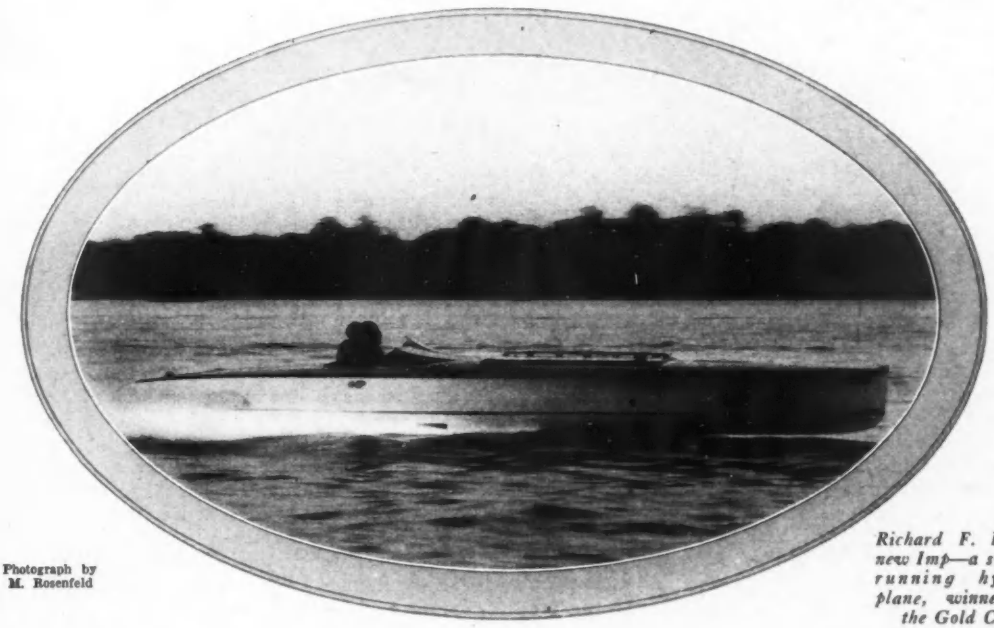


M. Rosenfeld

THE TWO FASTEST BOATS IN THE WORLD

In the second heat of the Harmsworth trophy race held at Detroit on Labor Day, Miss America VIII averaged 75.287 miles per hour and Miss America VII 74.753 for the 30 nautical mile race. Commodore Gar Wood drove Miss America VIII and George Wood was at the wheel of Miss America VII

OCTOBER MOTOR BOATING 1929



Photograph by M. Rosenfeld

Richard F. Hoyt's new Imp—a smooth running hydroplane, winner of the Gold Cup

IMP WINS THE GOLD CUP

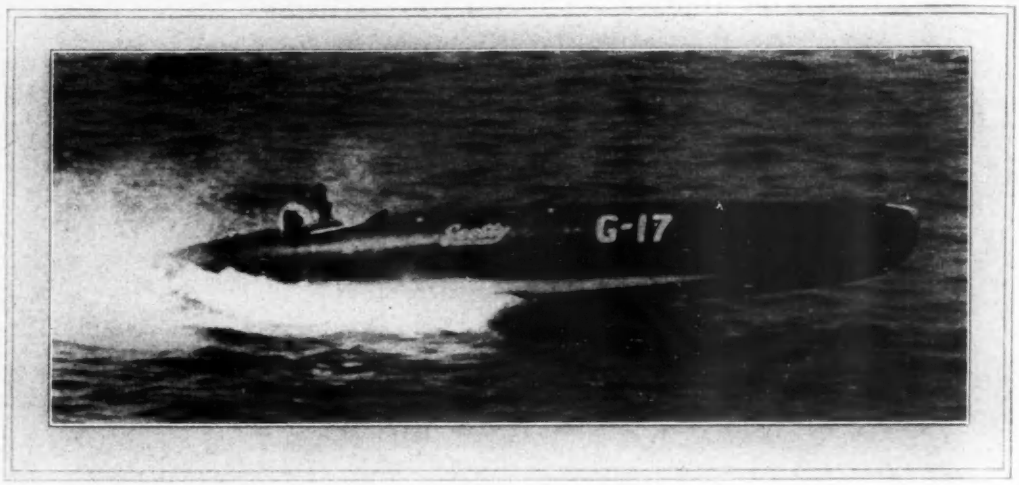
Famous Trophy Won in Three Straight Heats of Spectacular Race at Red Bank

By F. W. HORENBURGER

ONCE again, the famous Gold Cup, premier trophy in motor boating, has been raced for and won. This time the calm waters of the Navesink River, more generally called the Shrewsbury, furnished the setting for the brilliant regatta which featured the race for the Gold Cup, as well as many other interesting contests. The Red Bank Yacht Club of Red Bank had formed the New Jersey Gold Cup Association and enlisted the aid of prominent motor boatmen to properly conduct the races. Under the very able leadership of Commodore Gerald Holbrook subcommittees functioned perfectly and took care of the many intricate details of running such an event as a Gold Cup regatta. Naturally the most important of the committees was the regatta committee headed by Charles F. Chapman as Chairman and ably supported by practically all of the racing authorities in the East with help from Detroit in the person of W. D. Edenburn, Boston represented by F. Wigglesworth and Washington, D. C., by Bill Rogers with many others from elsewhere. The array of racing talent and experts was the greatest ever to work together.

Victor Kleisrath and Richard Hoyt, drivers of the Gold Cup winner, Imp

Red Bank outdid itself in playing host to the visitors. The new Molly



Scotty, Sam Dunsford's Gold Cup contender, which had a chance until the third heat

Pitcher Hotel was headquarters for all activities. The Regatta Circuit Riders were there in force. In fact, so numerous were the visitors who sought accommodation that every available room in Red Bank and the surrounding country was occupied by those who were there on account of the regatta.

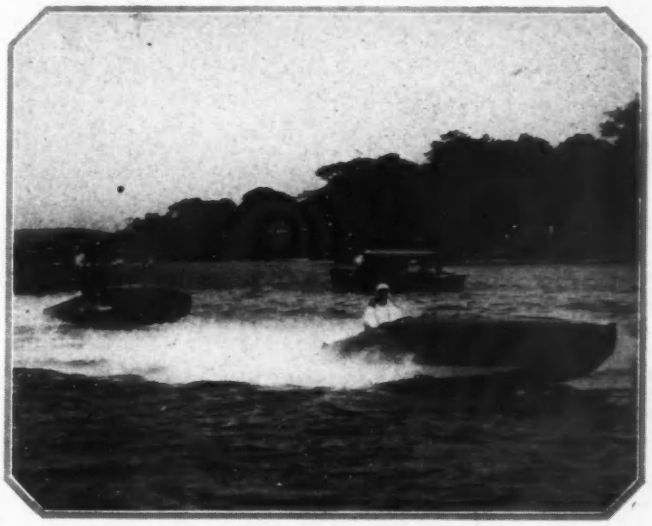
Important committees such as the Finance, Anchorage, Prizes, Entertainment and numerous others all functioned to perfection and there was no hitch in any of their activities. Altogether the yachtsmen of Red Bank did a fine job of handling the many details of the races and as seems likely at the present time, are willing to act as host again for the next running of the race for the Gold Cup. While their local challenger failed in its effort to win this trophy, they are not discouraged and will be ready with a challenger next year.

The story of the running of the Gold Cup Race can be briefly told. The schedule calls for three heats of thirty miles, each of which must be run on the same day with not more than one hour between the heats. The winner this year was Imp, owned by Richard F. Hoyt, sailing under the colors of the Columbia Yacht Club of New York, and which was able to take all three heats in succession without a serious threat from any of the three opposing boats. Imp is powered with a Wright Gold Cup engine limited to 625 cu. in. and was built for Mr. Hoyt by the Purdy Boat Works in Port Washington. The others in the race were Scotty, a Hacker hydroplane, owned by Samuel Dunsford of Lake Winnipesaukee, New Hampshire, which took second place with 1,046 points, while Jersey Lightning, built by George Crouch for Commodore Gerald Holbrook, was unable to do better than third place with 685 points. The last boat was Ralph Snoddy's Miss Los Angeles II which was awarded fourth position with 324 points, all of which were earned in the first heat.

The boats themselves were all fine smooth running craft and Imp, which was finished in white with gold trim, made the best impression on the throngs of spectators. She ran flawlessly and secured a material advantage in each of the three heats by the tactics adopted by Mr. Hoyt at the start. He had timed his boat to such a degree of perfection that he was able to cross the starting line at full speed practically at the moment of the starting gun. This maneuver gave him a lead of from three to five boat lengths over the other boats which usually approached the starting line slowly and did not get full headway on until long after the starting gun had been fired. In this way Imp was certain of a commanding position and required only to be driven fast enough to hold this lead. It is evident from a study of the figures for each lap that there was no need of driving the boat to its full capacity at any time. The best speed for one lap was made in the sixth lap of the first heat. Here the speed fell just a trifle under 52 m. p. h. while the average for the entire 30-mile heat was 50.489 miles. The nearest approach to this on the part of the other contestants was the performance of Scotty, which finished 21 seconds behind him with an average speed of 49.969 miles. Los Angeles II, driven by Ralph Snoddy, was a full minute behind Scotty and never was close enough to the leaders to cause them

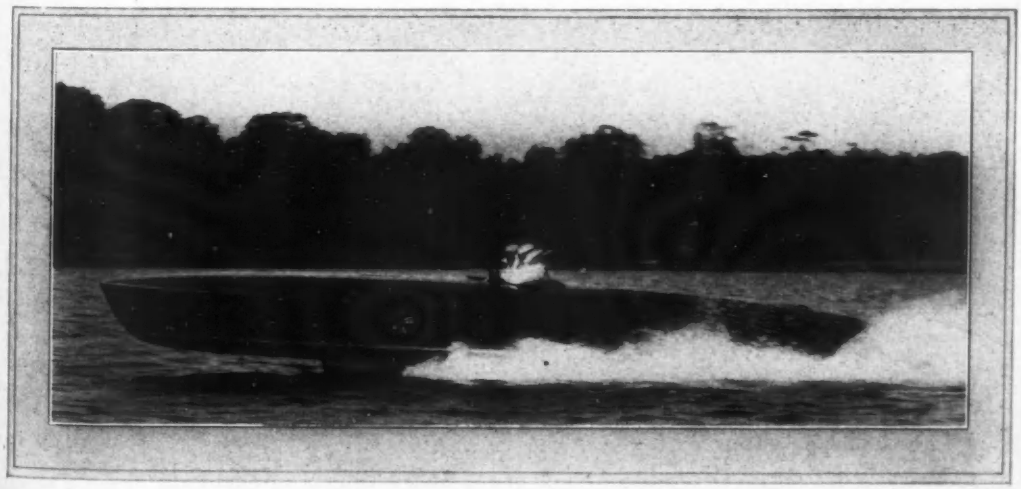
Bernard Smith's big Chris Craft which was the winner of the stock runabout classes in both 200 and 250 h. p. units

any worry. In the first heat Jersey Lightning which was being driven by Fred Farwell, suffered the misfortune of a disabled rudder during the fourth lap which effectively put her out of the running for this heat. This boat suffered an unfortunate accident two days before the races in that she turned over while being driven at full speed by Commodore Holbrook. This accident which injured Commodore Holbrook to the extent of a compound fracture of the right leg, and painful injurties to Edgar Layton, who was acting as mechanic, threatened for a time to keep this boat out of the running. However, strenuous work on the part of George Crouch, the designer and builder, served to restore and repair the boat to enable it to compete and Fred Farwell was selected to drive it. Those persons who had seen the boat run before the accident as well as during the races, declared that she was ever so much faster before the upset. It is quite probable that the hull was racked, or possibly the engine or propeller shaft misaligned by the accident so that the full power of the engine could not be employed in driving the boat. While no definite reason has been found to have been responsible for the accident, the general impression prevails that the boat struck something in the water while traveling at high speed, which is probably correct. Upsets of this kind can happen so quickly that no one is able to say afterwards just what caused them. Commodore Holbrook has been in the hospital ever since and was unable even to see the races. We are glad to be able to report that his condition is improving rapidly and while he will be confined to his bed for a long time, he will suffer no permanent injury.



Sparrow, E. H. Johnson's 151-inch hydroplane which won all three heats for this class

The second heat again brought all four competing boats to the starting line with Imp getting away again several lengths in the lead. She was a little more closely pressed by Scotty in the first lap but managed to get away from him in the subsequent laps and during the fifth lap Scotty practically surrendered all chances of winning the race by deliberately turning off the course and going to the assistance of Ralph Snoddy, driver of Miss Los Angeles, who had turned over during that lap. This accident occurred on the far side of the upper turn and shortly after Scotty had passed Miss Los Angeles. The wash from Scotty apparently caught Miss Los Angeles in such a way as to disturb her balance and she went over in a flash. The crew of Scotty observed this after they had completed the turn and in a most sportsmanlike manner abandoned their chances and turned back to assist. On finding that the patrol boat fleet was able to handle the situation, and that the crew was safe, they continued on the course. The time lost was about three minutes and as a result Scotty took second place behind Imp for the second time. Not being closely pressed Imp reduced her speed after this accident so that it fell from over fifty to about forty-four miles per hour and finished with an average speed of 46.57 m. p. h. for the thirty-mile heat. Jersey Lightning, which was unable to get anywhere near her top speed, was unable to average better than slightly over 43 miles and although she continued to finish *(Continued on page 96)*



Jersey Lightning, Commodore Gerald Holbrook's Gold Cup challenger, which turned over two days before the race, injuring Commodore Holbrook and preventing the boat from giving its best performance

Photographs by M. Rosenfeld

The sundeck at the stern provides an outdoor retreat of generous proportions and comfort

ALONE—AN ORIGINAL COMMUTER

A Pleasing Cruiser Full of Novel and Unique Features Built for Harrison H. Boyce

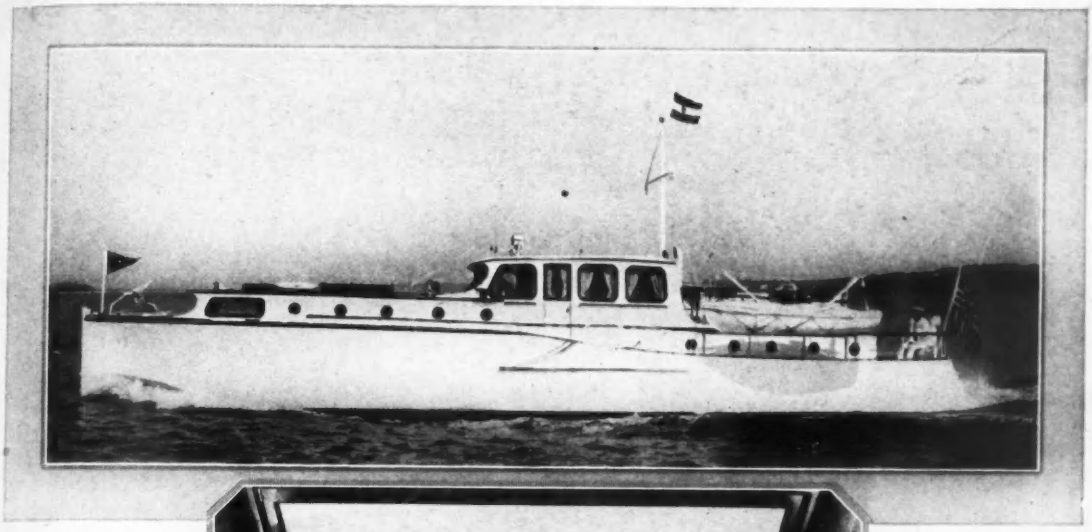
ALONE was designed by William Atkin, Huntington, N. Y., for Harrison H. Boyce of New York, and is used for cruising and commuting between the Montauk Yacht Club out on the end of Long Island and New York.

She is a radical departure from the accepted practice in commuting yachts in that her speed is moderate—twelve miles an hour. This is how Mr. Boyce has solved the commuting problem by water. Suppose he is coming to town. Alone leaves her moorings at Montauk several hours after supper, say at about 10 P. M. There is a pleasant two hours' sail across Gardiner's Bay until bed time, and then a comfortable night's sleep while the packet runs up the Sound. Arriving off the Yacht Club at 57th Street early the following morning there is ample time for breakfast aboard before office hours. This is the better way to commute; there being a welcome absence of rush and pell mell, to say nothing of absolute quietness and freedom from vibration. The only motion being the steady quiet forward progress.

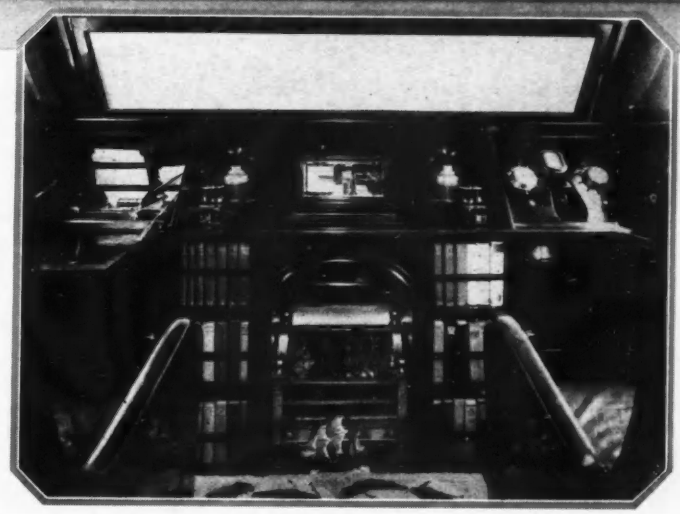
In her arrangement Alone is also radical; the crew being housed in the after end of the craft with the owner's quarters forward. A study of her cabin plan illustrated shows the unique arrangement.

The crew, of which there are three, have excellent quarters; three berths fitted with Seeley spring mattresses, large clothes lockers, toilet room fitted with Lee electric water closet, and shower bath; then there is a folding lavatory, and shaving stand. Hot and cold water are piped to the shower and lavatory. All the metal fittings in the crew's quarters are chromium plated and the joiner work is enameled in cream, and trimmed with mahogany. The headroom throughout is 6 feet 3 inches.

The galley comes next. This takes five feet from the length of the yacht and extends the full beam, fifteen feet. It is fitted with every convenience;



Alone is 60 feet in length and powered with a 150 h. p. Winton six cylinder Diesel engine



The enclosed forward cockpit with many original features, such as fireplace and bookracks

protane gas range, hot and cold water, Kelvinator, electric ventilating fans, dish and food lockers, etc. The walls are finished in white tile. Like the crew's quarters, every fitting in the galley is chromium plated, a refinement which saves endless brass polishing and time.

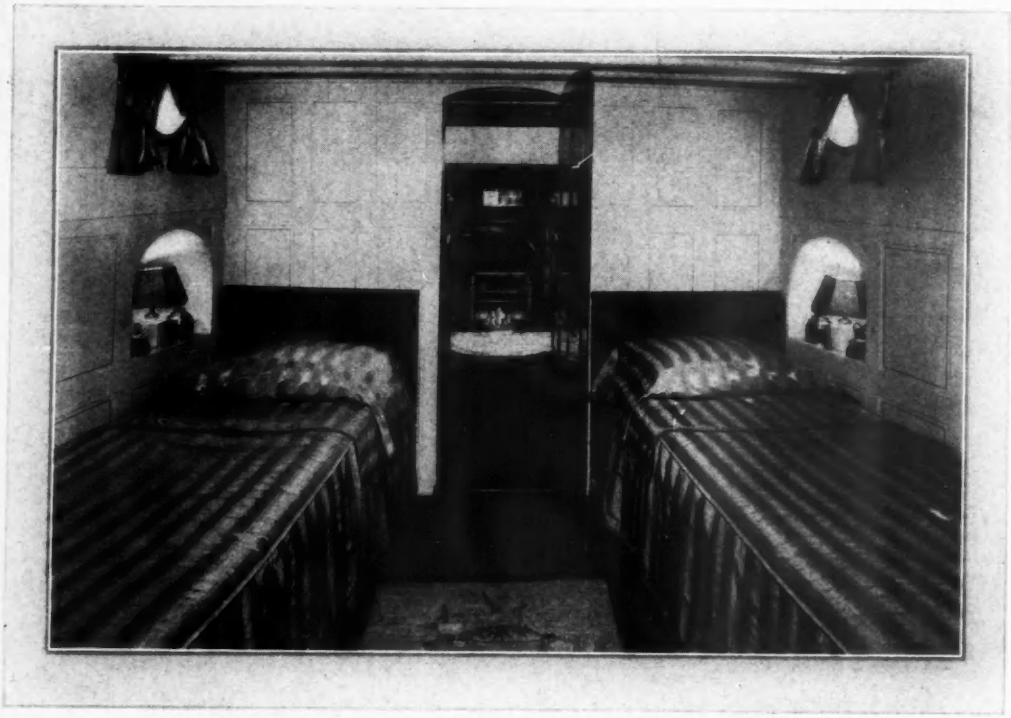
The engine room is slightly abaft of amidships. A single 150 h.p. Winton diesel engine supplies the propelling power, and is augmented by some very efficient and reliable Winton auxiliary machinery. Despite its limited size the engine room gives more than enough room for two 265 gallon fuel oil tanks, air pump which is driven by 3 h.p. electric motor, Winton 5 k. w. generator, switch panel. Paulson bilge pump, electrically operated water supply pressure system, Kelvinator refrigerating unit, lubricating oil filter and cooler, pyrometer, and rheostat. The floor of the engine room is cemented.

Another view of the enclosed cockpit which gives an idea of its spaciousness and comfort

fire place in the forward enclosed cockpit. Iron Clad is a good name for that battery. The engine room is separated from the rest of the boat by water tight bulkheads 3 inches thick. A water tight door leads from the galley into the engine room. There are also large hinged hatches opening into the deck house.

The deck house is ten feet long and eleven feet wide and is finished in paneled mahogany. There is a built in lounge; the other furniture being a drop leaf table and several chairs. An interesting thing is the treatment of the radio loud speaker; simply a

While on the subject of the mechanical equipment it may be of interest to mention that the yacht is fitted with no less than 14 electric motors of various sizes. An Exide storage battery of 110 volts and large capacity handles these easily, including the electric



The owner's stateroom is forward and contains two real beds. Reading lamps are in recesses at the heads

Chelsea ship's clock; the sound filtering through the wheel spokes—effective and good. Meals are served in the deck house.

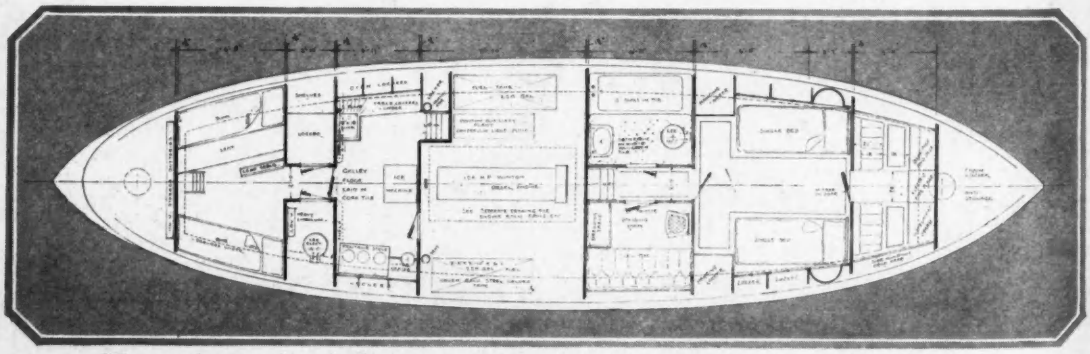
The owner's quarters consist of one large room fitted with two beds, real beds. There are of course hanging lockers and concealed lockers behind the paneling shown beside the beds. The little niches at the head of each bed carry reading lamps, and a complete set of smoking equipment. The finish is in cream white paneling trimmed in gold leaf. Rather than the usual practice of having the deck beams finished with square or beveled corners Alone has these members finished throughout in semicircular section; in fact rounded corners and curved surfaces are used in the finish wherever possible.

Ceiling lights are flush with the paneling between the carlins and deck beams. The frames for these were made by the Columbian Bronze Corporation from designs by Mr. Atkin. They give a soft pleasing light and do not obstruct the headroom.

There is a dressing room abaft the owner's cabin on the starboard side; a charming little compartment furnished with a built in lounge, reading lamp and dressing table. The finish is the same as the large room.

A very modern toilet room is opposite the dressing room. This is fitted with porcelain pedestal wash basin having hot and cold running water. Lee electric closet, full size bath tub, shower, and boot box. It is all finished in pale green tiling. The flooring is teak and covered with carpet. The metal fittings are chromium plated. There is a large locker for towels and linen.

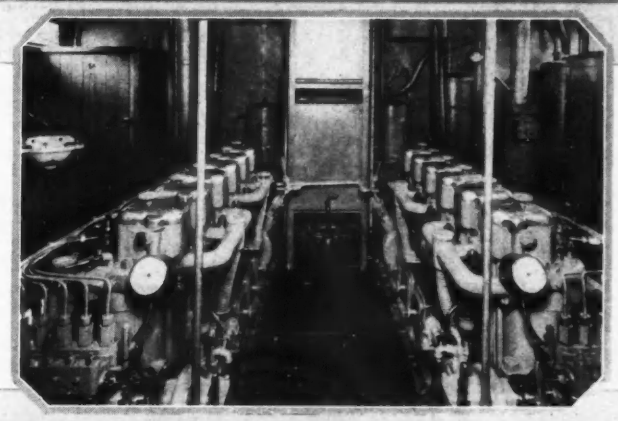
Forward of the owner's cabin there is a new feature among boats; an enclosed forward cockpit. Two steps lead up to this. It is furnished with two delightfully comfortable seats each about 3 feet wide and set at precisely the right height to afford a perfect view both ahead and to either side. An instrument board sets in front of the starboard seat and contains clock, compass, barometer, and National Lock Washer speedometer. There is a telephone handy with which to communicate with the (*Continued on page* 116)



The arrangement plan of Alone shows many radical departures. Owner's quarters are entirely forward while the crew occupies the stern

REOMETTA—A DIESEL HOUSEBOAT

A new 67-foot diesel powered houseboat recently completed for R. E. Olds of Lansing, Michigan, by the New York Yacht, Launch and Engine Company from their designs. These boats offer spacious quarters in relatively small craft



The tendency toward diesel engine equipment is shown by the selection of two 75-h. p. Hill Diesel engines to drive Reometta. These are six-cylinder machines of the four-cycle type affording great cruising radius at low operating cost

M. Rosenfeld

The crew of Estelle IV, Joe Harris, Chief Mechanician; Miss Carstairs, owner and driver, and Captain Campbell Marshall, the third member of the crew

WITH THE CELEBRITIES AT THE HARMSWORTH REGATTA

John B. Farr, President of the Kermath Manufacturing Company, and Robert H. Garrison, Sales Manager of the Universal Motor Company

The powers in International racing. Left to right: W. D. Edenburn, Chairman of the Race Committee; Arthur Bray of London; J. Lee Barrett, Secretary of the Yachtsman's Association of America; Dr. Bauer of Berlin, Germany, and A. A. Schantz, Commodore of the Yachtsman's Association of America

Commander Henry H. Hower, President of the Enterprise Oil Company, and Commodore F. B. Hower of Buffalo, founder of the company

America based their hopes on these three: Commodore Gar Wood, Mrs. Wood and Orlin Johnson of Detroit, who rode with Commodore Wood in Miss America VIII

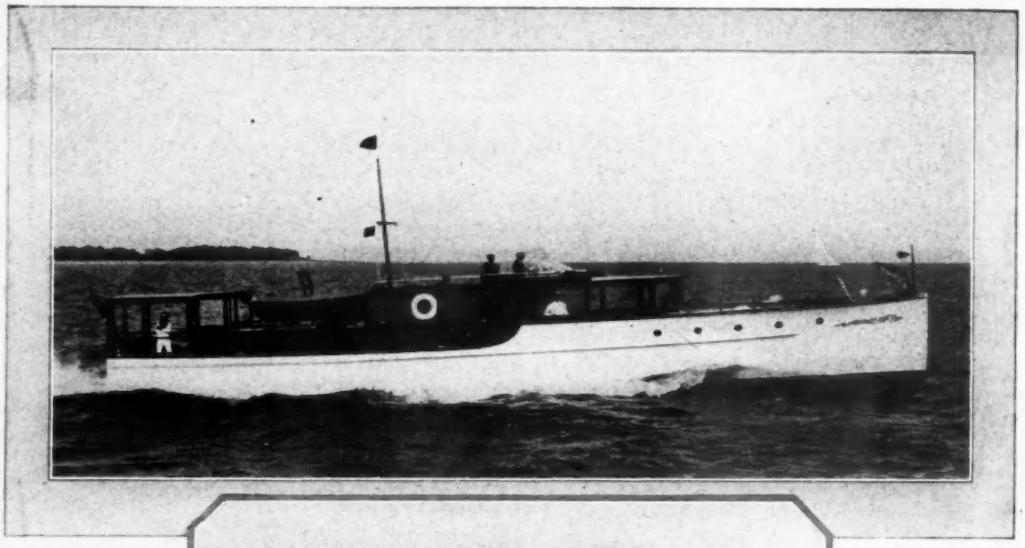
Nearly Everyone Worth While in Motor Boating Gathers for the Big International Regatta

Discussing runabouts and lubrication: J. E. Clifford, of the Chris Craft Company, and Commodore Howard Drakeley, of the Enterprise Oil Company

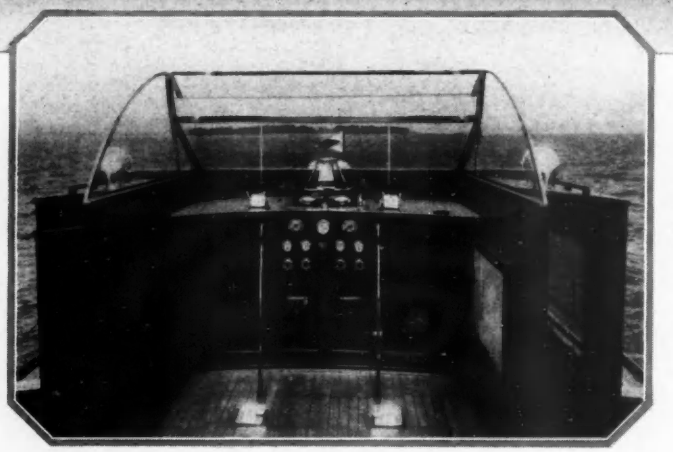
The Starters Committee, which remained on duty from early in the morning until nearly midnight during each of the three days at Detroit; Commodore Ralph Goetchius, Commodore William E. Eldridge and Harry Gardner

R. K. MacDougal, of the Johnson Motor Company; Hal Trump, of the Fred M. Randall Company, and Court Isenhower, Sales Manager of the Matthews Boat Company

Photographs by M. Rosenfeld



The new commuter Sazarac was built for George Townsend by Nevins at City Island from designs by Eldredge - McInnis, Inc.



M. Rosenfeld

On the bridge are all controls for the two big Winton engines as well as all devices to keep track of their operation

GEORGE TOWNSEND'S NEW SAZARAC

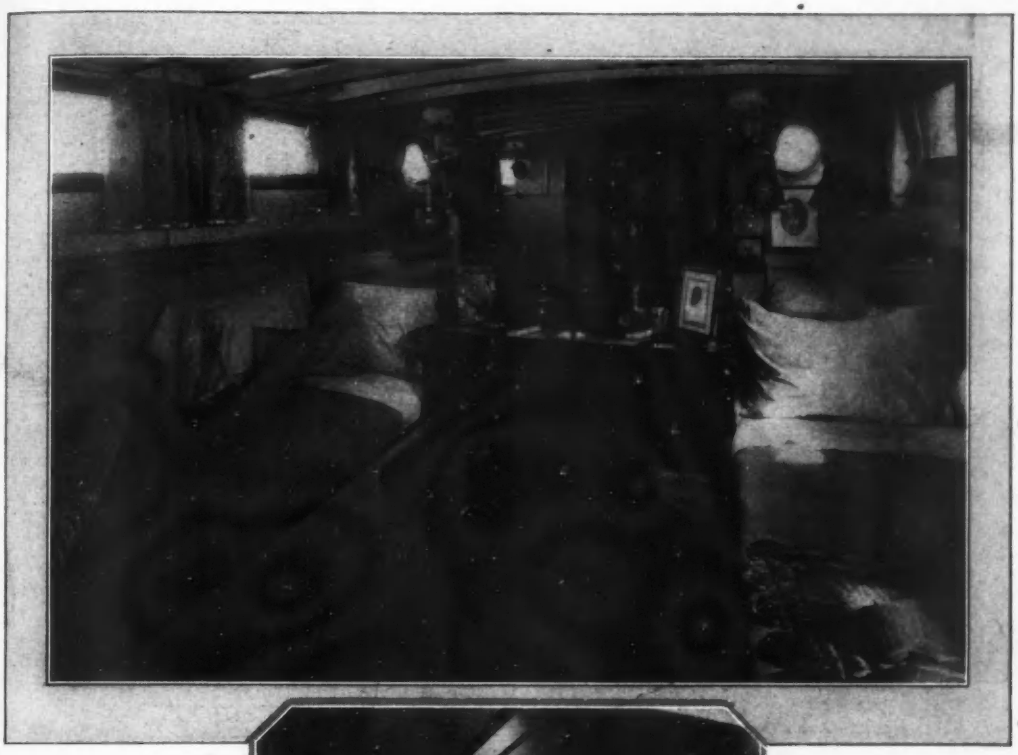
Fast Commuter Built to Provide Greater Comfort and Speed on Daily Journeys to New York

A NEW Sazarac has been completed for George Townsend, prominent yachtsman of Greenwich, Connecticut, and has taken her place among the daily group of commuters which make the quick run to the big city from the owner's summer homes at various points along the Sound. The new boat replaces an earlier and smaller boat of the same name but on account of its larger dimensions, affords greater comfort and ease to the owner and his guests. The new Sazarac was built at the City Island yard of H. B. Nevins from designs by Eldredge-McInnis, Inc., and is 71 feet, 4½ inches in length with a beam of 13 feet.

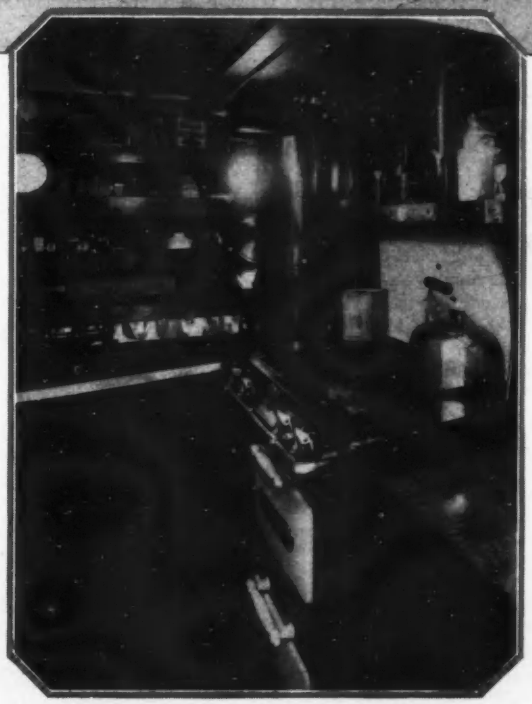
In outward appearance, Sazarac is a raised deck type express cruiser with an outboard profile which carries the break of the deck well aft, so that it comes to about the after end of the deck house. She has a very comfortable cockpit forward, just aft of which are located ventilating sky-lights and hatches over the galley and crew's quarters. The steersman's position is practically amidships and just forward of this is a sunken deckhouse which has been arranged with a view towards making it seem as light in appearance as possible. It is arranged with very large sashless plate glass windows operated by bronze Ternstedt regulators. Aft of the deck house is a trunk cabin which encloses the engine room and owner's quarters in the stern while in the extreme stern is a cockpit which is sheltered from the weather with a permanent roof and windshield with doors opening to the main deck.

Below decks forward there are large quarters for four men in the crew, each provided with ample locker space. The galley, which is equipped with every modern device for ease in operation is also forward and contains a heavy gas range, hot water heater and heating plant. Following the trend of newer styles, the galley has been trimmed with Monel metal on the dresser tops and around the range. A large smoke hood is fitted over the range to carry off heat and cooking odors.

The main saloon and dining room are located in the deck house which has access to the galley at the



A portion of the owner's stateroom aft. It will be seen to have all conveniences of the home



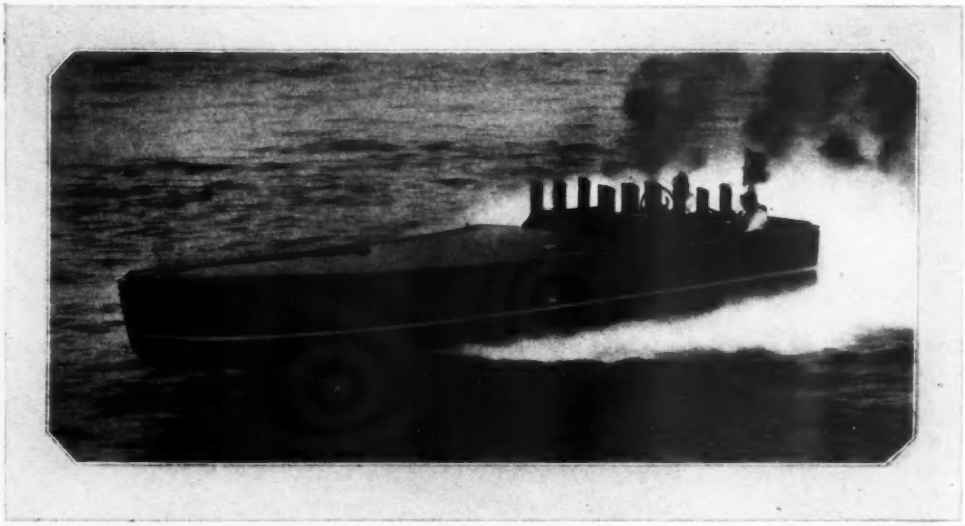
The corner of the galley which is fitted with a gas stove, hot water heater and all essential facilities

forward end and to the main deck on the starboard side. The saloon has an elbow transom, large dining table, buffet, concealed radio and speaker as well as a built-in china cabinet. The quarters for the owner are in the stern and two double staterooms have been provided. Each of these has two large double berths with bureau and closets. Between these there is one large bathroom with a full sized tub as well as a guest's washroom on the starboard side.

An interesting part of the boat is the bridge located on top of the trunk and just astern of the deckhouse. It is of the open type with windshield, wheel, binnacle and all controls for the main engines centered at this point. All equipment for the twin engines is provided in duplicate so that the performance of each engine can be completely observed. In the engine room itself are the two main propelling engines which are a pair of six-cylinder Winton gasoline engines of 7½ inch bore and 8½ inch stroke. These develop 350 h. p. each at 1350 revolutions. Auxiliary equipment is also located in the engine room and comprises a four k. w. Falcon 32-volt generating set, Edison batteries, automatic fresh and salt water pumps, electric bilge pump, air compressor and switchboard as well as a work bench and complete tool equipment.

In order to provide ample cruising radius, large fuel capacity has been built in and Sazarac carries 800 gallons of gasoline and 300 gallons of fresh water, as well as 30 gallons of lubricating oil. She is completely protected against fire with Alfite Carbon dioxide equipment and has an American Engineering Company electric windlass on deck. A special lapstrake outboard motored tender and emergency life rafts are also carried.

The construction throughout is of the very best and most substantial. She has a white oak keel, frames, floors, deck beams, etc., and is double planked with two layers of Mexican mahogany. All outside trim as well as the interior furniture is also of Mexican mahogany. The decks have been made of white pine, finished bright and all deck fittings, windshield trim, guard nosings and other metal parts are chromium plated throughout.



M. Rosenfeld

Miss America VIII, Gar Wood's newest speed creation and winner of the Harmsworth trophy

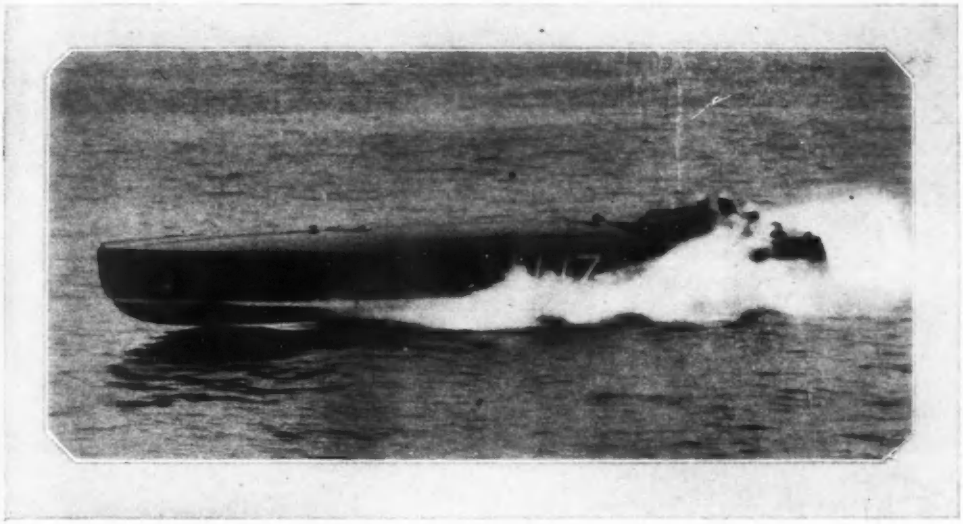
AMERICA STILL RETAINS HARMSWORTH TROPHY

Commodore Gar Wood with His Two Boats, Miss America VII and Miss America VIII Outdistances Other Craft—Several New World's Records Established—English Boat Runs Well

GAR WOOD is still speed king of the world. He has held this throne for so many years that when anyone attempts to challenge his title, the challenger's good judgment is immediately doubted. And the remarkable angle to it all is that Commodore Wood now seems to be further removed from the class of other mortals than ever before. Every year one sees him beating his own records and establishing new ones which at the time they are established appear to be so high that they will withstand all future efforts to go beyond them. But then the next time the Miss Americas run, old records go to pieces like so much glassware.

If anyone doubts that Commodore Wood is supreme, he should have been present at the recent races at Detroit for the Harmsworth British International

Miss Dee-Wite, winner of the third heat of the Handicap Runabout race for Dick Locke trophy. This boat is owned and driven by Joseph B. Lodge of the Dwight Lumber Company



Estelle IV, the English challenger with Miss Carstairs at the wheel. This boat was powered with two 900-horse power Napier motors

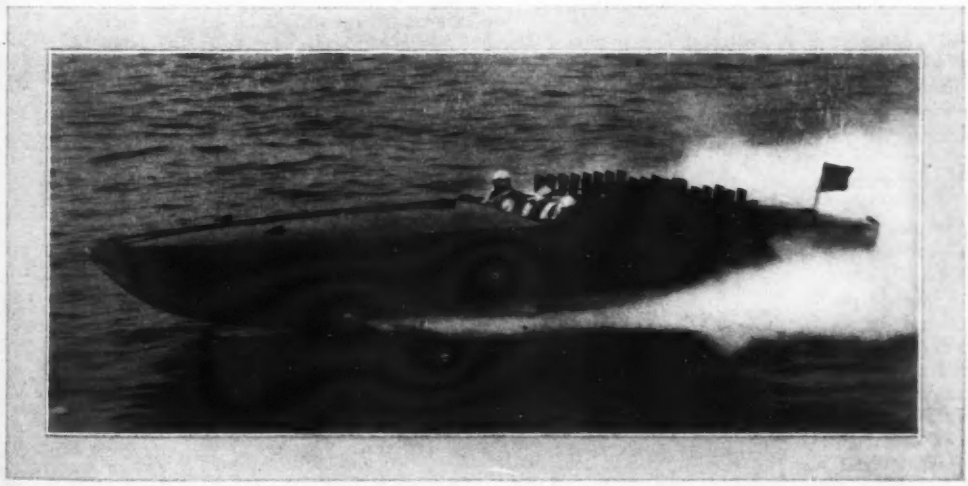
Trophy. Any doubts which one may have had would have been dispelled forever.

As far as any real competition with any other American or foreign boat is concerned, the event was a failure. It was scheduled for two 30-nautical mile heats around a course five nautical miles in length. Commodore Wood entered his 1928 winner, Miss America VII, which has a one-mile record of 93.123 miles per hour, made at Miami Beach last winter, together with Miss America VIII, a new craft built especially for this year's Harmsworth race. These craft are nearly identical in size and design, each being powered with two 1000 horsepower Packard motors. The boats were built in Wood's own shop. Teamed with the two Miss Americas, to represent America, was Miss Los Angeles II, a new craft owned by James A. Talbot, Jr. of Los Angeles, California, powered with two 24-cylinder specially built Miller motors.

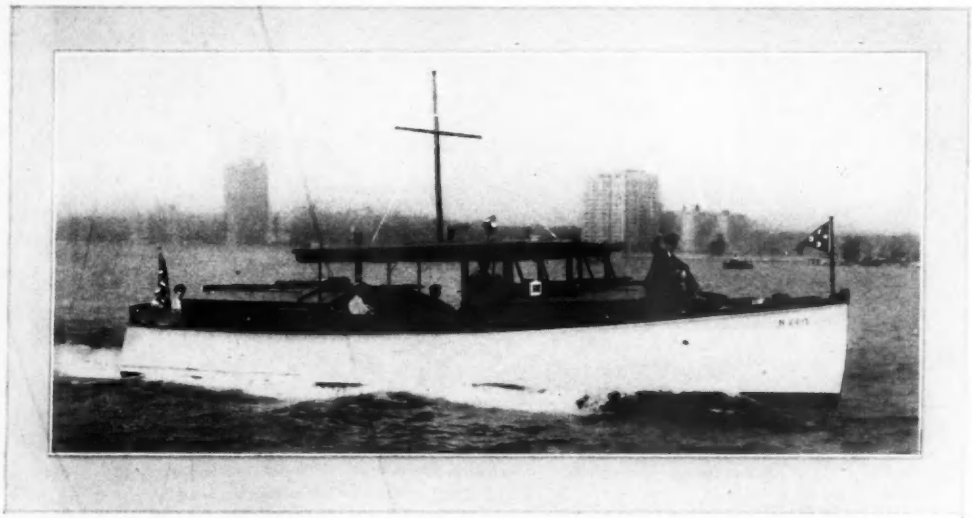
The English challenger was Estelle IV, owned by Miss Marion B. Carstairs of London, which boat already has been described in MoToR BoatinG. However, instead of being powered with three 900-horsepower Napier motors as the boat was when she was shipped from England without having first been tried out, Estelle was raced with only two motors. In her trials in Canada before the races it was found that Estelle would not perform satisfactorily with the triple screw power plant, so the center motor and propeller were removed for the Detroit races. While Estelle ran better and with greater speed than any previous British challenger, yet she is still a long way from being a world champion.

The race itself was no race at all. Before the first lap had been completed, it was evident that the other boats were not in a class with Miss Americas VII and VIII. Gar Wood at the wheel of Miss America VIII and George Wood driving Miss America VII, took it easy in the first lap, running slowly and trying to make a race of it. Their best speed for the first 5-mile lap was only 56 miles per hour. But even with this slow going, Estelle and Miss Los Angeles were far astern, the former averaging only 51.42 miles per hour and Miss Los Angeles 31.42 miles per hour.

The remainder of the first heat was more or less



Miss Los Angeles II, the third member of the American team, which is owned by James A. Talbot, Jr., of Los Angeles. The boat is powered with two 24-cylinder Miller engines



The 1930 Matthews Cruiser, which was admired by all at the Detroit Regatta

of a repetition of the first lap. Miss America VII and Miss America VIII stayed far out in the lead, keeping side by side for the benefit of the crowd but showing no phenomenal speed. Estelle IV quit after making two laps, something having gone wrong with the installation of one of her motors. This automatically put her out of further competition for the trophy, as the rules provide that a boat must finish the first heat in order to run in the second. The Yachtsman's Association of America, which is the governing body in America, has twice recommended that this rule be changed but so far the Britishers have refused to agree to the change.

Miss Los Angeles continued on to the finish but as she had damaged one of her propellers, her average speed for the 30 miles was only 34.42 miles per hour, much slower than a Gold Cup boat. Miss America VIII's speed for the distance was 67.9317 miles per hour, a new record for the Harmsworth Trophy Race. Miss America VII's speed was 67.9313 statute miles per hour.

Nonpareil III, winner of a number of the outboard events. This boat was powered with a Johnson motor and driven by Francis Brobeil

Okay, the California entry owned by Commodore O. K. Hunsaker of Los Angeles. The hull was built by the Lake Elsinore Boat Works and holds several American outboard records at the present time. She was hampered by rough water at the Detroit Regatta

The second heat was run two days later and while having no official significance as far as the Harmsworth Trophy itself is concerned, brought out a better race than has ever before been seen at Detroit. Both Estelle IV and Miss Los Angeles II had been freed of the troubles which had developed in the first heat. Gar Wood, having nothing to lose should his boat break up or overturn, set out to establish a record from the very start and break records he did. In this heat, there was no running slow to give his competitors a race. With his two boats, VII and VIII, he made a race, the likes of which the country had never seen. When the finish gun sounded and the timers had finished their calculations, it was found that Miss America VIII's speed for the 30 miles was 75.287 miles an hour and Miss America VII's, 74.753. The former's best 5-mile lap was at the rate of 79.363 miles per hour and Miss America VII's best lap was 78.894 miles per hour. These figures are significant without any printed word, as none could be written which would be appropriate.

Estelle IV, running better than any British challenger has ever run within the memory of anyone present, completed the course at a speed of 64.089 miles per hour, being the first challenger to finish a heat in the Harmsworth race since Gar Wood brought the trophy to America nearly ten years ago. Miss Los Angeles also finished the heat, her speed being 51.251 miles per hour.

(*Continued on page* 130)

John Reynolds and Robert Garland, nicknamed Spinnaker and Mainsail

HOTSPUR WINS THE CORNFIELD

Fifth Annual Auxiliary Race of the Huntington Yacht Club Brings Out Largest Fleet—Calm Delays the Finish

By ALFRED F. LOOMIS

SO they had another auxiliary race on Long Island Sound, and the cutter Hotspur was in it, and I'd like to be able to tell you that our sails blew away and we ran aground and finished last after a game battle. But Hotspur was unlucky enough to win this race, and I find myself without much of a story.

For six years now, man and boy, I've been taking part in long distance races, generally as navigator, but more recently as owner, and on every previous occasion I've been able to trot out an imposing list of reasons for our failure. First it was in the Bermuda races, and then the Fastnet over in England, and last summer the race across the Atlantic to Spain. Always we were a good third, or second, or eighteenth, or something like that, with the makings of a story lying somewhere between us and the unattainable first place. But now a certain modesty, natural or assumed, prevents me from telling the world how marvelous we had to be to win the Cornfield race. If I say at the outset that the race was luckily sailed, perhaps this statement will offset any boastfulness that may later creep in between the lines.

The Huntington Yacht Club has been sailing the Cornfield race now for five years and has worked it out not only to a science but to a matter of sportsmanship that is hard to beat. Boat owners provide their own measurements and no member of the committee makes a round of the fleet to see that reserve fuel tanks are shut off. It is assumed that cheats and tricksters will not be interested in the event and consequently no precautions are taken to guard against them. Since nobody has yet cheated in the Cornfield race I find myself wondering why the arbiters of the Bermuda and Gibson Island races consider it necessary to seal the motors of the contestants at the start and then at the finish examine the seals to see if they are unbroken. (But this is a side swipe which, perhaps, has no place in this article.)

The start of the Cornfield takes place off the entrance to Lloyds and is an anchored one to simulate cruising conditions. It insures an even getaway and sends the fleet off with a tremendous amount of pent-up enthusiasm. For five minutes before the gun every man must be below decks, and what with light anchors on short rodes, the possibility of dragging over the line, and the penalty of disqualification if any head appears above decks, this five minutes approaches the limit of excitement.

The crew of Hotspur—John Reynolds, Robert Garland and Linton Rigg at the tiller

On every boat each member of the crew knows what he must do when the gun goes, and with the report out pops a man from the fore hatch to manhandle the anchor, out come a couple or a few from the main hatch to make sail, and after

(*Continued on page* 118)

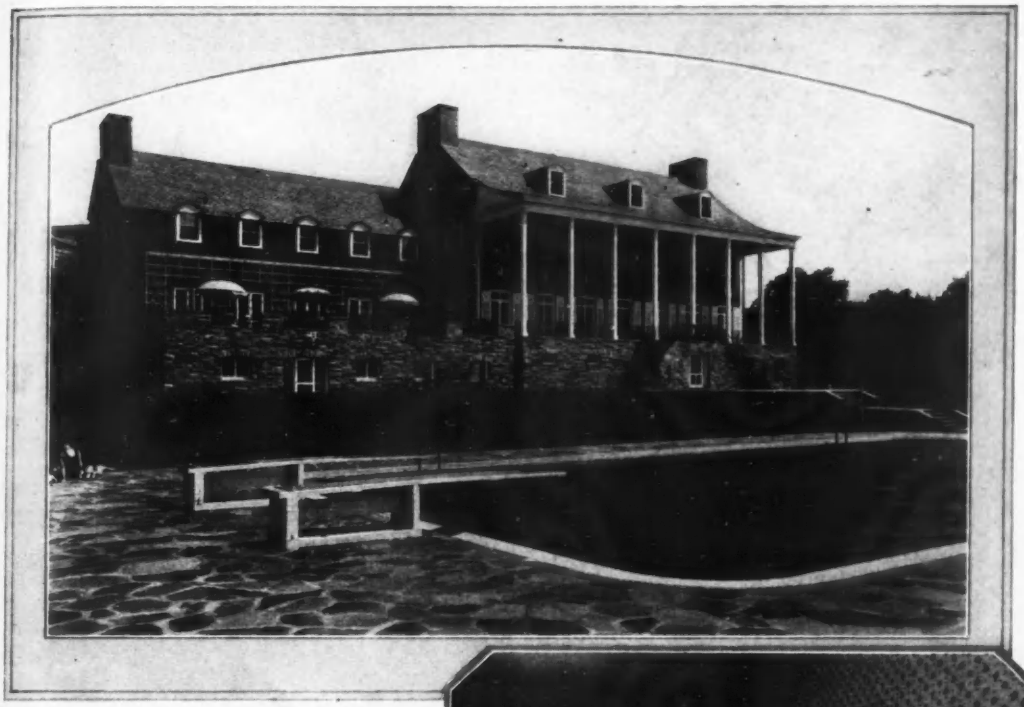
The south end of the spacious lounge room which is furnished in a most restful and artistic manner

LONG ISLAND'S FINEST YACHT CLUB

The broad expanse of the open porch overlooks the swimming pool below and the numerous yachts at anchor in Manhasset Bay

A favorite corner with the members is the men's cafe which is furnished in simple nautical style. Here the members will gather over their refreshment to discuss racing events of the summer

Photographs by E. Levick



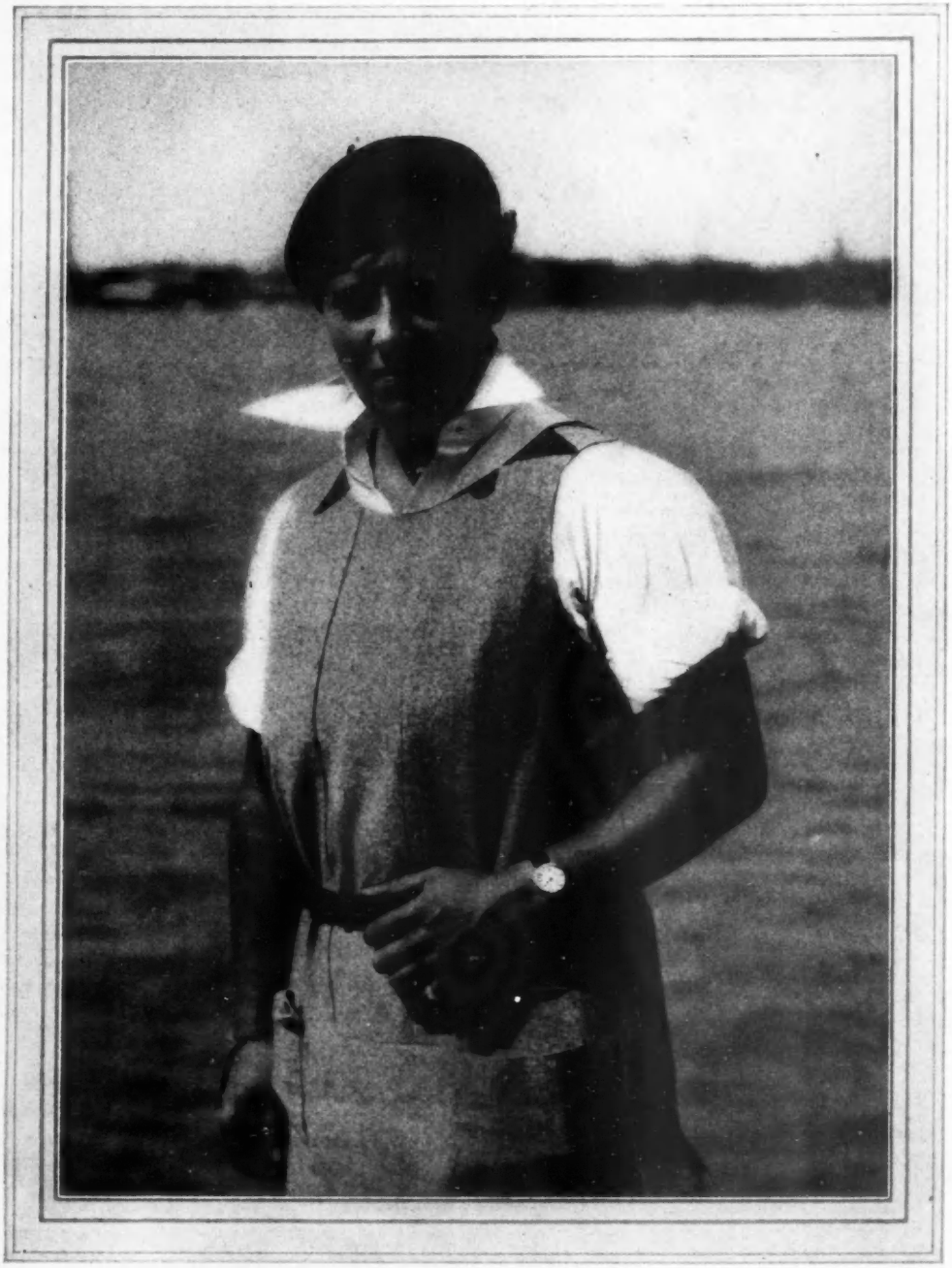
Looking up at the new building from just beyond the swimming pool. The quiet restfulness has made the club a popular rendezvous

New Home of the Manhasset Bay Yacht Club, One of the Show Places of Port Washington's Waterfront

Comfortably furnished rooms such as this are available for the use of members who may find it convenient to lwe at the club

The imposing colonial entrance as seen from the land side. The broad approach drives are usually filled with the cars of members who are off in their boats

Photographs by E. Levick



M. Rosenfeld

MISS MARION BARBARA CARSTAIRS

Miss Carstairs is the owner and driver of Estelle IV, the English challenger for the Harmsworth trophy. In the secona heat on Labor Day, Miss Carstairs drove her boat faster than any woman has ever before driven a motor boat

MISS MARION BARBARA CARSTAIRS

Charming English Sportswoman Who Has made Two Brave Attempts to Take the Harmsworth Trophy and Who Will Try Again Next Year

By LILLIAN SABINE

WHILE 500,000 spectators watched the Harmsworth races on the Detroit River August 31 and September 2, the most loyal Americans were cheering for a young woman driving a boat that bore the British flag—as if they longed to lose the cup! Differences of '76, 1812, National Credit, melted. Here was a real sport, a girl who lost with Estelle II in '28 and came back with Estelle IV in '29. That topped everything. The crowds liked the plucky sportswoman from Chelsea and wished her luck.

Marion Barbara Carstairs, twice challenger for the Harmsworth cup, did not win the race; but in her average of 64.089 miles, she made a new record for England, scoring the fastest time of any British contestant.

That she plans to return in 1930 with another boat or two, proves that a woman can show the highest traits of sportsmanship.

Marion Barbara Carstairs is not wholly English. America claims a big share in her, for she is the daughter of an American and she was educated here.

Her mother was Evelyn Estelle Bostwick, of New York, for whom all the boats have been named. Her father was Joseph Frederick Carstairs.

Any picture of this young woman must convey an impression of rollicking boyishness—good looks, fine brown eyes, short cropped brown hair. Include wit, snappy modernity, up-to-the-minute sparkle. But add also courtesy and charm.

Our first meeting was brief. Just off the Berengaria, she was bending over her luggage on the wharf. If you are accustomed to the whoopee of American athletics, you will get your first jolt in discovering that Miss Carstairs is as modest in her appearance as an English governess.

The girl who bought a boat factory at Cowes, England, in which to build the Estelle IV, wore the same clothes as most young women—a blue suit, a small blue hat, a wash blouse with a black tie, and tan suede shoes. She was leaving for Canada that day and a satisfactory interview was impossible; but she gave me her word that she would see me before the races in Detroit.

She kept her word.

Two days before the event, I was admitted to her apartment at the Prince Edward Hotel in Windsor.

The current papers had announced that the intrepid sportswoman would be on a private yacht, anchored in the Detroit River. But for some reason the yacht did not arrive—and the owner of Estelle IV stowed herself away quietly at a Canadian hotel in Windsor, Ontario.

One's impression of Marion Carstairs is that she is small—rounded rather than plump, without a pound of waste flesh. Yet she tells you that she is five feet four and one-half and that she weighs 140 pounds.

She had been up and out on the Detroit River at six—thus disappointing those spectators who had expected her to appear at ten—and she was still wearing the gray trousers and blue blouse suited to driving a speed boat.

She has a straightforward manner, unaffected and sincere. She is fearlessly honest—in the modern spirit.

More than anyone I had ever met Marion Carstairs seemed to me a product of her generation.

"How long have been interested in boats?" I ventured, as I took the seat she offered.

"All my life," she answered, promptly.

"Do you care for any sports besides boating?"

"Not any." Then she added, "Oh, sails—but it's all been boats."

"Did you go to college?"

"No, I went to school in America for five years. I attended the Low Heywood School at Stamford, Connecticut.

"I was brought up in America. My mother was an American, Evelyn Estelle Bostwick, of New York."

It was for this American mother that all the Estelles have been named.

"What about the other Estelles?" we queried.

"Estelle I went down in England; Estelle II here; Estelle III was only half constructed. This is Estelle IV—destination unknown," she laughed.

One of this Britisher's particular aversions is the name which has been bestowed by American reporters. Anyone who knows the young woman would quite appreciate the ineptness of the title. From the cropped hair to the sport shoes, there was not an inch to suggest the feminine Betty.

"B. stands for Barbara," she volunteered. "I'm known as Jo," and she took a shot at the reporters who had christened her Betty.

"They have no imagination," she said—"and could think of nothing."

From the Arrow shirt, with its recalcitrant pointed collar, to the gray trousers and gray sports shoes, Jo seemed to fit.

"I've crossed the Atlantic seventeen times," she continued. "I came over last year for the first time in eleven years.

"I was out in the war. I drove an ambulance."

Ten words—but to this interviewer, they explained Marion Barbara Carstairs. To one who meets the great issues at sixteen, much of life subsequently must run on in prosaic *diminuendo*.

She had been preparing for Bryn Mawr, she said, when the war came.

Along with the boys of Oxford, who put their games away, she returned to England and at sixteen went to France, with the American Ambulance, attached to the French.

"From August, 1916, until the Armistice," she said, "I was in the war.

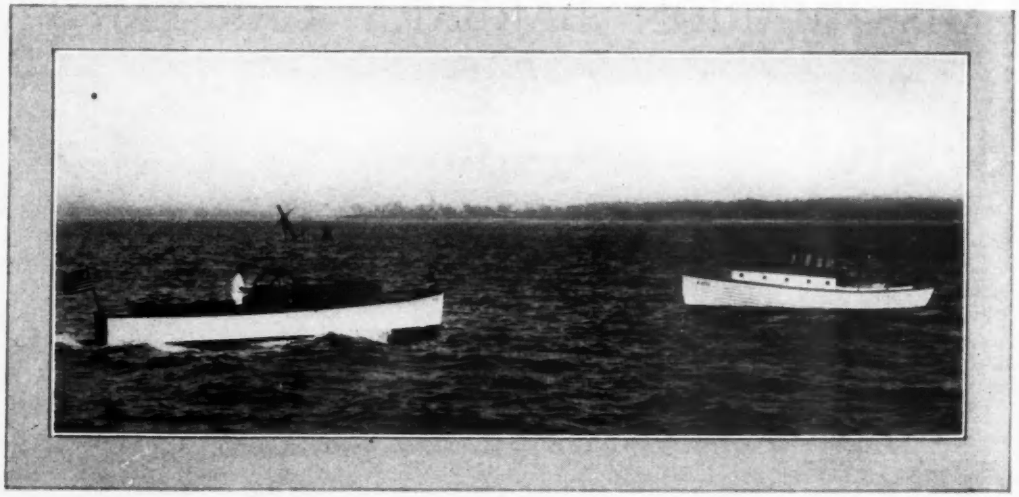
"Then I went to Ireland during the Sinn Fein uprising and drove there. I was driving for General Headquarters of the English Army.

"I got back to England in 1920.

"I like America," she continued, "but I'd rather live in England than any place else"—an avowal which won a round of hand-clapping from two English friends who had entered the room during the interview.

"I have an apartment in Chelsea, London, and a

(*Continued on page* 86)



M. Rosenfeld

In meeting head-on, one short blast of the whistle indicates our intention of passing port to port; two blasts starboard to starboard

WHAT THE NOVICE SHOULD KNOW

Inland Rules of the Road With the Proper Passing and Fog Signals —Government Storm Warnings and Weather Signals

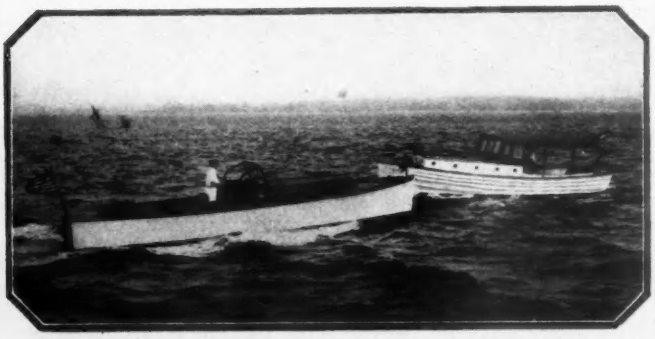
By W. H. KOELBEL

PART VII

WE have covered now in earlier articles some of the more important things to be taken into consideration in the equipment, maintenance and handling of a small boat. All of these things, naturally, have dealt with the boat itself, and we have not as yet gone into the matter of our relationship with other craft while we are under way.

It is at this point that we run up against the proposition of navigating our boat according to the rules of the road which the Government has established in order to prevent collisions in some of the complicated situations that would certainly arise if there were no exact understanding as to right-of-way.

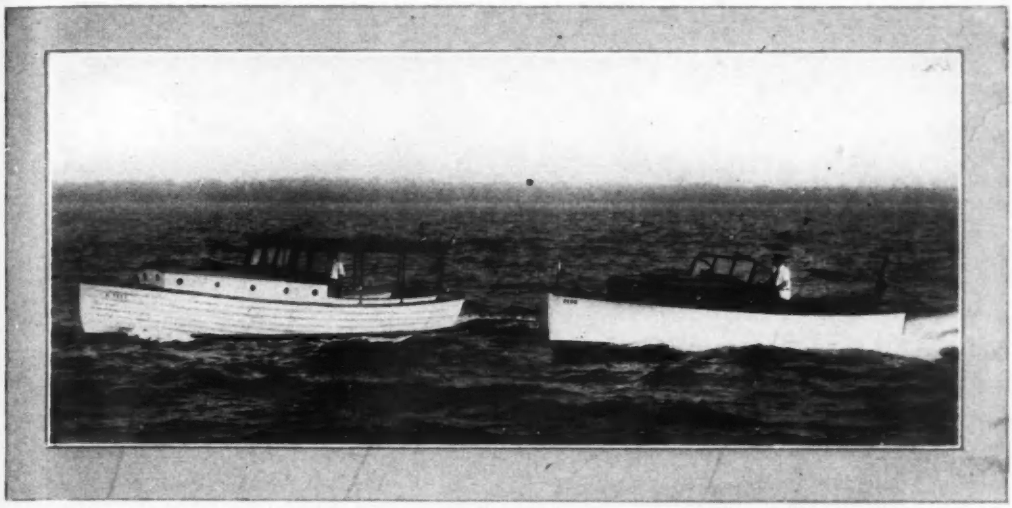
Ashore, our traffic problem is simplified to the extent that we have the roads as well-defined limits to which the activities of motor cars are restricted. Afloat, we have nothing to compare with this, except perhaps where we are running in canals and narrow channels. But in open water, we are faced with the possibility of having a dozen or more boats each on a different course, and every course, perhaps, conflicting with our own. So the law has stepped in and has established rules covering every conceivable situation, so that right of way is definitely fixed. This information is contained in the Pilot Rules, and it will be recalled that in an earlier article, it was mentioned that two copies of these rules are among the necessary items of equipment which must be on board every boat when it is under way.



Here we have exchanged one short blast and altered our course enough to give ample room for passing port to port

Now the law states that these Rules of the Road shall apply at all times when a vessel is *under way*, and she is considered to be under way whenever she is not at anchor, aground, or made fast to the shore. All types of vessels regardless of their size or the nature of their propelling power are subject to the rules provided they are within the limits designated by the Government as Inland Waters, which are of such extent as to include all the territory generally used by small boats. Outside of these inland limits, the International Rules apply.

It will be seen from the definition of the term under way that, strange as it may seem, boats which are adrift or not under control are still subject to the rules. They apply to vessels going astern as well as ahead, and



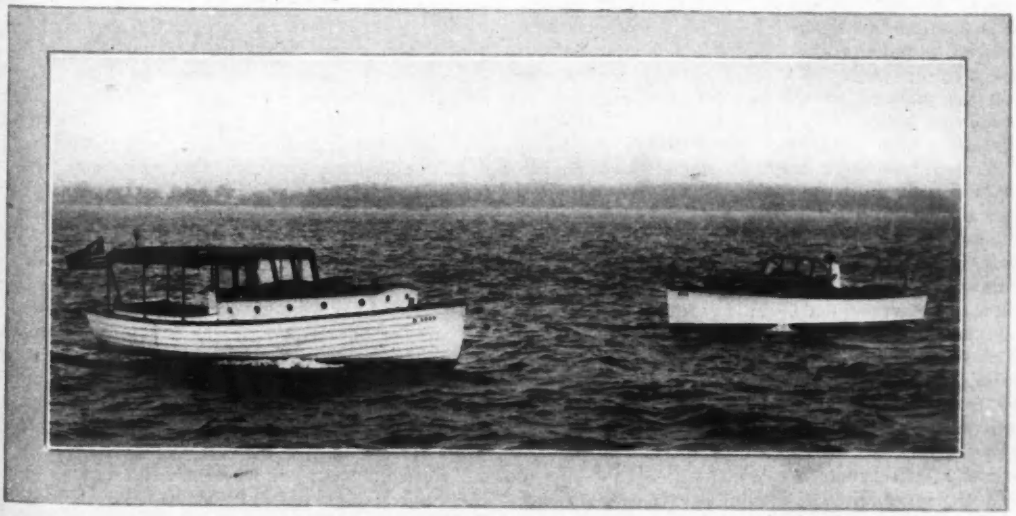
Leading boats have the right-of-way over overtaking craft. An exchange of two blasts would permit the latter to pass with her own starboard side as shown

include steam boats, sail boats, motor boats and to some extent, row boats. Their sole object is the prevention of collision and accordingly, where no danger of collision exists, there is no need for the observance of the rules.

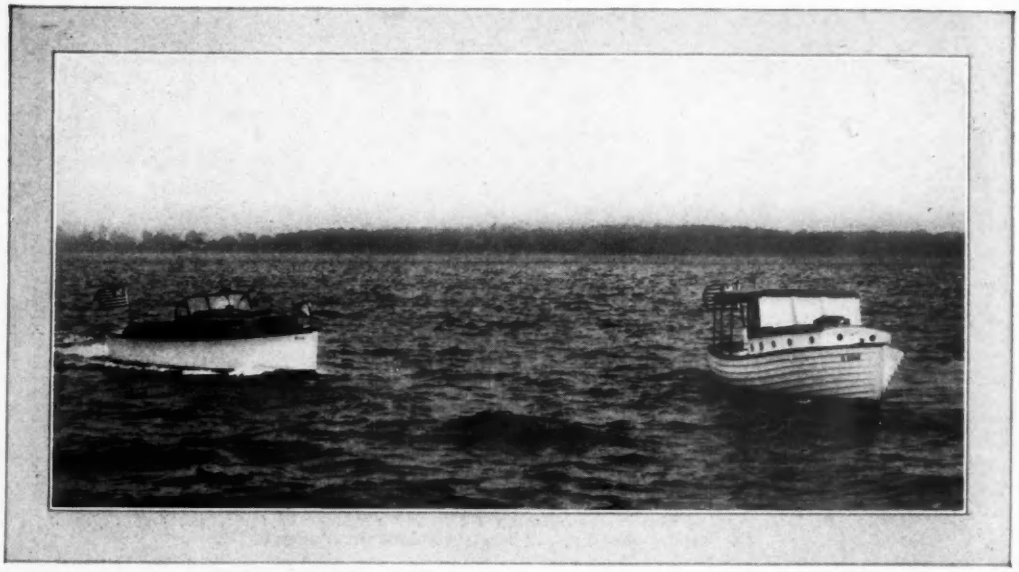
Now wherever two boats are so situated that there is risk of collision, it follows that one must of necessity have the right of way, while on the other is fixed the responsibility of avoiding collision. The former, having the right of way, is called the privileged vessel, and the latter is known as the burdened vessel. The privileged vessel has just one duty, and that is to maintain its course and speed. The obligation then rests on the burdened vessel to take whatever steps may be necessary to keep clear of the other boat, whether it be by slowing down, reversing, changing course, or any other means. The law does not specify how it shall be done; it merely states that she must keep clear.

Inasmuch as the Pilot Rules have been prepared for the express purpose of preventing collision, it is conceivable that a situation might arise in which a departure from the rules would be not only advisable but legally permissible. Whenever strict compliance with the law would result in collision, a departure is entirely justified. Certain cases might develop in which good judgment would demand that the privileged vessel give up her right of way, as for example a situation in which nothing that the burdened vessel might do, would enable her to avoid a collision. So keep in mind at all times the necessity for tempering the rules with a little judgment and do not expect a big unwieldly ship to immediately alter her course when a blast from your little thirty-footer indicates your intention of crossing her bow.

On the subject of speed, the law has little to say except that in fog or on other occasions when visibility is low, the speed of the boat is to be reduced to a point consistent with safety, and at all times her speed must be such that no damage will be done to other boats by her wash. Naturally, the subject of what constitutes a safe speed in fog is a debatable question, depending largely on the control one has over his boat. Generally speaking, however, the speed should be such that the boat will be in complete control, in order that it may be stopped in ample time if danger presents itself.



The crossing situation. Exchanging one whistle, the boat shown at the left maintains its course and speed as the privileged vessel, while the other craft slows down and passes astern



Three short blasts indicate that a boat is going astern, the stern being temporarily considered the bow. Accordingly, in the above illustration, the reversing boat has the right of way while the other must keep clear

In discussing the subject of the equipment we are required to carry, a whistle was mentioned as one of the necessary requirements. It is in the carrying out of the Rules of the Road that the whistle comes into use. By sounding a certain number of blasts, when two boats are about to pass, each is able to signify to the other exactly what his intentions are, and no misunderstanding can result, with risk of collision.

An important point to remember in giving passing signals is the fact that they are to be given only when there is danger of collision and when the boats are in clear sight of each other. It follows from this that when vision is obscured by fog, heavy rain, snow or any other cause, so that the course and action of the other vessel cannot be determined, the passing signals must not be used. Fog signals alone are given in cases of this kind.

Nothing is said in the rules as to whether the privileged or burdened vessel should signal first, but they do specify that signals must be answered promptly and further, that they be answered with the same number of blasts as the first signal. In other words, if a boat signals its intention with two blasts, it is your duty to reply promptly with two. If for any reason, the action as indicated by the two blasts should not be agreeable to you, do not reply with one, which would constitute a cross signal, but sound the danger signal of four or more short blasts in rapid succession, reverse, and wait until the situation has been cleared.

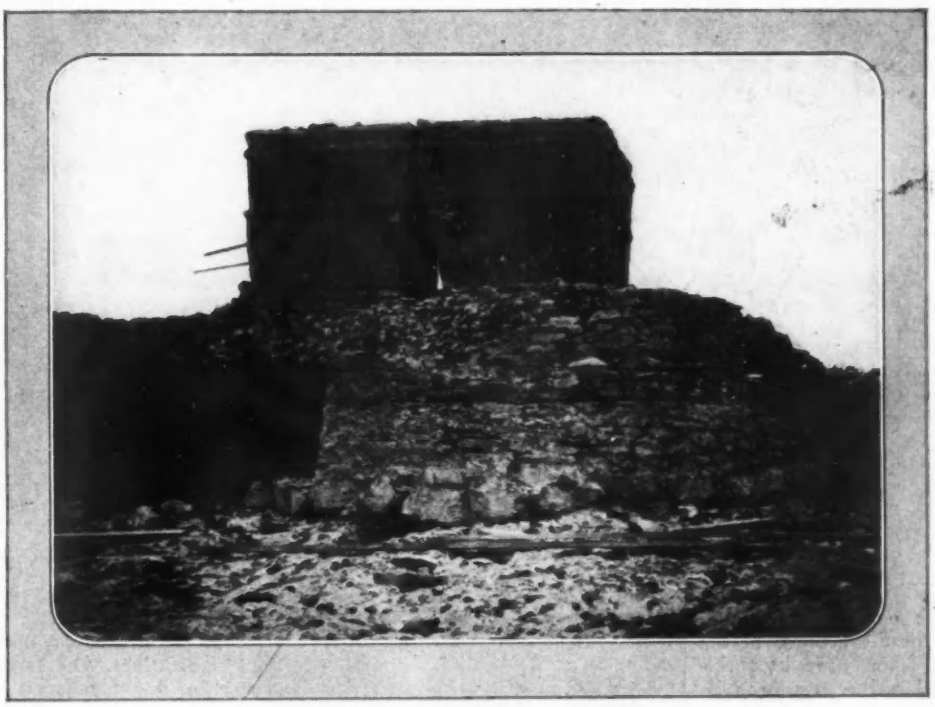
It was mentioned before that the legal responsibility for the avoidance of collision rests entirely on the burdened vessel and this holds good regardless of any signals which might be given by either boat, or any failure to answer signals. A burdened vessel gains no special rights when she has received permission to pass on the wrong side of the privileged boat, nor does a privileged vessel forfeit anything in allowing the other to do so. In other words, the burdened boat takes the entire responsibility on itself if damage results, even if permission has been granted for the course she has taken.

Whistles on small boats are not always very efficient, especially since mouth whistles cover the law and are frequently used instead of more powerful devices driven electrically or by air. Consequently, with the noise from machinery aboard a boat and from other sources, there is always the possibility of signals not being heard or understood, so that it is good policy to indicate the course you intend to take by swinging the bow sharply for an instant to the proper side so that the other vessel can actually see what you propose to do, even if the signal has not gotten across. Then make it a point to allow plenty of room for passing.

Now as to the correct whistle signals for various situations. Let us assume first the simple proposition in which we are approaching another boat head on or nearly so. Head on would be taken to mean that if the approaching vessel carried masts, they would appear to be practically in line. Obviously, if the distance between masts increases steadily as we proceed, the other boat must have altered its course so that she is no longer coming directly at us. In any case, if the other vessel is approaching almost head on, we blow a single short blast on the whistle and swing the bow of the boat to starboard. The answering signal should be one blast, and the boats pass port side to port side. If we are incorrectly answered by two blasts, it is evident that we are not understood and the only safe course is to waste no time in further signalling, but blow the danger signal of four or more short blasts, reverse our engines, stop and do not proceed until the intention of both vessels is clear.

If the courses are such that the boats will pass starboard side to starboard side, it is permissible for us to exchange two blasts and do so although it is generally advisable to pass port to port when possible. If our courses are parallel, but so far apart that we are sure to clear each other, there is no danger of collision and accordingly do not give any signals.

Now we have two other cases which we must distinguish between and understand clearly—overtaking and crossing. Boats are classified as overtaking when their course is approaching ours from astern at an angle of more than two points abaft the beam on either side. That means that at night they would see our stern light but neither of the side lights. In such cases the leading boat always has the right of way, and the overtaking boat remains an overtaking boat even though she ranges alongside into the zone where she would ordinarily have (*Continued on page 68*)



A lighthouse temple on Cozumel Island, of use to Maya trading canoes

CARIBBEAN BLUE

Northern Quintana Roo, of the Yucatan Peninsula, Mexico, Traversed by Explorative Expedition in Search of Archaeological Ruins of the Early Mayan Civilization

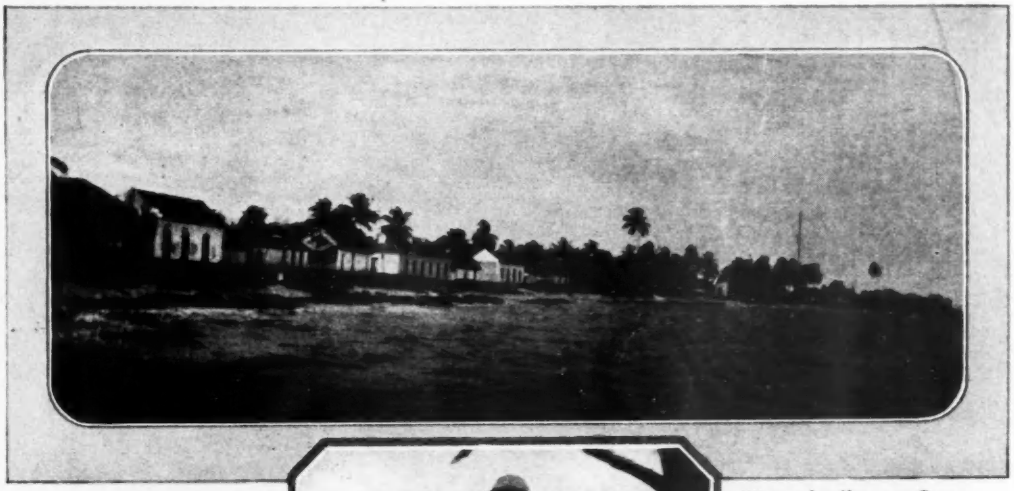
By GREGORY MASON

Part I

"HOW can mere farmers, with no knowledge of the sea, achieve anything worthy of note?" This delightful outburst from the great Greek, Pericles, was running through my head as I spurred and clubbed my tired mule over the last hot mile of weedy trail to the beach at Tancah, Quintana Roo Territory, Mexico, on the eastern coast of the Yucatan Peninsula, early in the afternoon of Saturday, February 25, 1928.

The words of Pericles suited my mood, which was one of weariness with the hard, hot face of the land and longing for the soft, cool bosom of the sea. Since leaving the southeastern end of the railway system of Yucatan at Vallodolid, for five days my companions and I had been toiling mule-back and afoot through the thick bush of Mexico's Indian territory, Quintana Roo. The Mason-Blodgett Expedition was just completing the first traverse of northern Quintana Roo ever made by white men with archaeological interests to match a similar feat performed in southern Quintana Roo by the Mason-Spinden Expedition in 1926. The latter trip had been made after several weeks of exploring the east coast of the Yucatan peninsula in the schooner H. S. Albert, and in dinghies equipped with Johnson outboards (a voyage which has been previously described in MoToR BoatinG. Whereas now we were resorting to mules, those ships of the jungle, *before* entering upon the maritime portion of our adventuring.

It may be asked why I was returning to the neighborhood of my previous explorations. But the question almost answers itself. I was returning to this fascinating region because of the obvious opportunity for further profitable work. Indeed, even today, there is still much archaeological, ethnological and ornithological investigation of the eastern coast of Yucatan crying to be done, and the parties which undertake it must include in their membership someone with a good knowledge of seamanship. Which explains why for years I have been trying to convince American yachtsmen that they could combine a pleasant vacation with a profitable contribution to the body of our scientific knowledge if they would turn their prows toward Yucatan. The fact that they have not yet done so is no criticism of their courage—which has been amply demonstrated by Slocum, Day, Kelly, Nutting and a host of others; it is rather an indication of their excessive modesty. They shy at the hint that their labors might be of value to science. Yet such is the fact. It is the reefs and currents and coral heads of the east



The beach at San Miguel, Cozumel

Mason landing on Cozumel, prior to discovering ruins of Ucul Ha

coast of Yucatan hardly less than the only recently relinquished hostile attitude of the Indians which have kept this littoral largely *terra incognita* to white men.

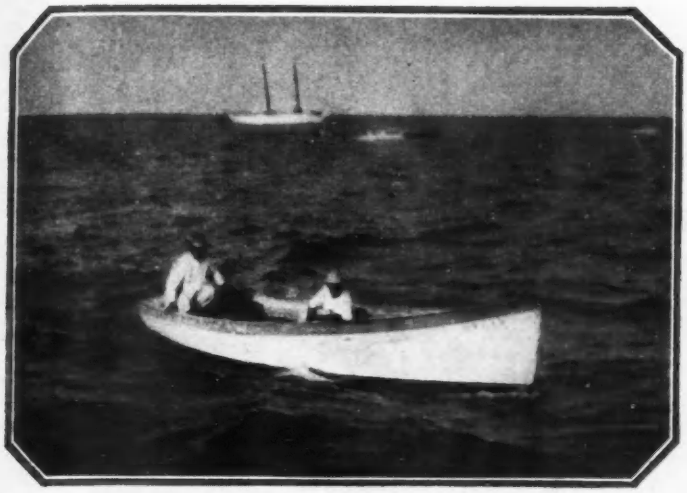
But to return to the great Pericles and his dirty crack at farmers, my use of the quotation from him is not intended to imply that we had been seeing much of agricultural gentry, or indeed, of the human species in any form. The few Indians who make up the sparse population of Quintana Roo hide their little cornfields well away from even such comparatively unused trails as the one our mules had been toiling over, a trail of whose existence I might not have learned but for the cooperation of agents of the Beechnut Packing Company, American Chicle Company, and Chicle Development Company —great corporations whose presidents, as lay backers of our expedition, had exhibited that generosity toward scientific and other non-commercial but perhaps deserving effort which is characteristic of American Big Business. But for the help of the mahogany cutter, the fruit grower and the man who gathers chicle (the basis of chewing gum) many of the ruined cities discovered in Central America in recent decades would not yet have been studied by the archaeologist.

Of modern farmers then we had been seeing but little, but on every hand we had been encountering vestiges of human handiwork made in a time when this region was once the most thickly settled area on the face of the globe. And farming had been the foundation of that great civilization, farming and the manufacture of pottery and textiles which the great trading canoes of the Mayas had carried to countries far north and south of Yucatan to exchange for precious stones and other ornaments.

But the ancient cornfields are now covered with big bush, which includes mahogany and the sapodilla, the tree whose solidified sap is chicle. It is the habitat of ugly lizards and venomous serpents. It is the sort of place one is glad to see, but gladder to have seen. And not the least of the thrills possible to man is that which came to us when the long trek is over, when the bush fell back before tall coco palms between whose slender trunks we caught a glimpse of Caribbean blue.

We jogged up half a mile of snowy beach to the buildings of the chicle depot at Tancah. There is no proper harbor at Tancah, and the only protection for boats is such as is afforded by the barrier reef, whose saw tooth edge was tearing the white lining out of the sea, half a mile offshore. At the end of a long pier lay the schooner we had chartered, her mast tops tracing arcs against the summer sky as she rolled against her fenders. The *Leon*

The schooner Leon de Los Mares at the Tancah dock



The small motor boat, Oscar of Cozumel

de los Mares (Lion of the Seas) her Mexican owner calls her, with the Latin love of a flamboyant phrase.

It was good to souse ourselves in the tall seas which broke on Tancah's beach, particularly as the salt so loosened the hold of the ticks which speckled our bodies that they let go without our having recourse to the usual and less esthetic mode of drowning them in tobacco juice.

It was good to feel the schooner tremble as she dodged and hurdled the breakers hiding menacing coral teeth at the break in the reef, to hear the slat of rigging and the purr of water under the bow as she slid out of shallow green into deep blue and heeled before the hearty trade.

Behind was the bush, thorns that stab, vines that trip the pedestrian and pull the rider from his saddle. The bush of stinging ants, burning ticks, the bush rustling with huge pouch-throated lizards and saddle-colored snakes slithering through dead leaves.

Men must be mad who leave the sea!

The *Leon de los Mares,* 52 by 11 by 5-foot schooner powered with a 34 h. p. 4-cylinder Palmer engine, is some thirteen feet shorter than the old H. S. Albert, but is an equally good sea boat and a faster sailer. However, fate was not to let us enjoy this quality of hers very long.

The thirty-mile run to Cozumel Island was made in three and a half hours, close hauled on the starboard tack, the southeasterly trade hanging on well after sunset. We anchored in the roadstead off Cozumel's port, San Miguel, at nine o'clock, the breeze bringing off to us the old, familiar smells of a Mexican town, among which the aroma of sour tortillas seemed to dominate.

In addition to her charterers the schooner had carried a deck load of chicle from the mainland to the island. Because of the heat in the cabin Sheldon Yates, Moysey Adams and I spread our blankets on bales of chicle, and with duffle bags as pillows went to sleep under the stars. Cozumel has the quaint custom of enforcing customs regulations against the rest of Mexico as well as against arrivals from foreign lands, and as the customs house had closed an hour before the sharp fluke of our sand anchor had bitten the bottom, we thought we had no choice but to stay aboard the schooner that night. However, an hour later, out of deference to Yates' business, a man from the Custom House came aboard and said we might land.

Yates, who is President of the Chicle Development Company, and Adams, who is agent at Cozumel for that concern, had business in the traffic of chewing gum to keep them busy for three days. (It seems desirable for me to repeat that chicle, the boiled sap of the sapodilla tree, is the basic ingredient of chewing gum, for it is surprising how few Americans who masticate have ever heard of chicle.)

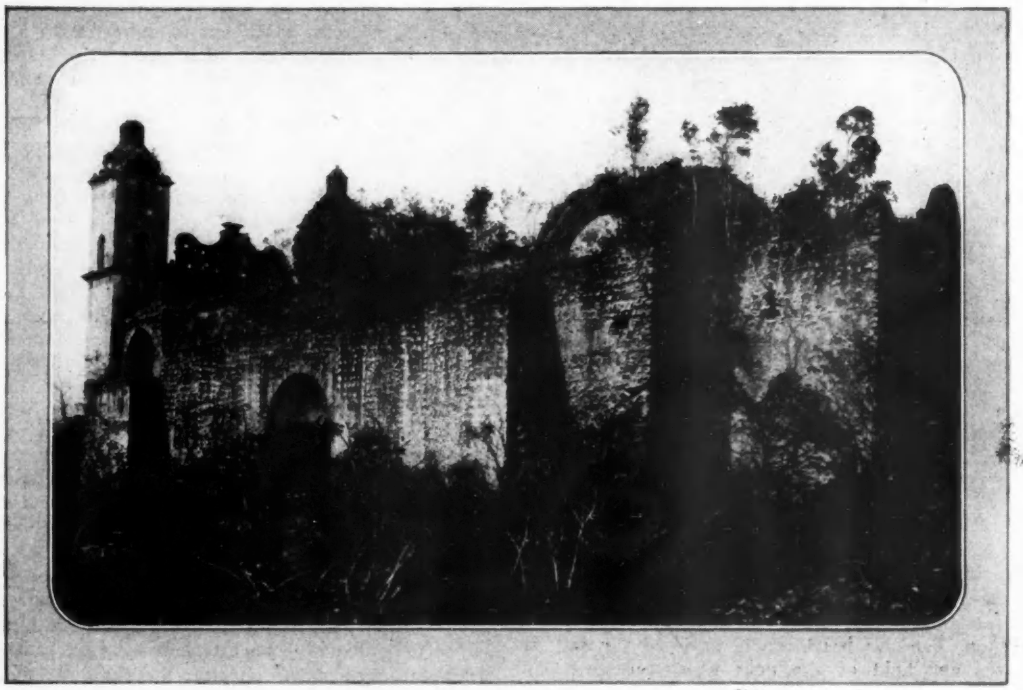
My chief concern, however, was to find a group of ruins reported to my expedition of 1926, which at that time we did not have time to investigate. My first step was to look up Ramon Coronado, who had been our guide at that time, and from whom we had heard of these ruins. To my delight he had not died, like Agapito Katzim, a mainland pilot of two years ago. Within half an hour after I asked for him he turned up, and within another half hour we had completed arrangements to go after the ruins the following day.

For this purpose I hired the twenty-foot motor boat Oscar, powered with a small Lathrop, the *Leon de los Mares* being of too much draft for the shallows off the northern end of Cozumel which we were obliged to penetrate in order to land near the ruins.

Yates and Adams were too busy with their chicle negotiations to take part in this adventure. But I was joined by a mysterious German-American, who spoke importantly of connections with the Mexican War Department and of a search for guano deposits, which he alleged he had not found. On his request I omit his name from this narrative. At any rate he was a delightful companion, and had considerably more mastery than I of the profane Spanish which it was necessary to use before we could get the skipper and engineer of the Oscar to make a start.

Until we rounded Northwest Point we had complete protection from the easterly trade under the lee of the island, which we hugged closely. After round-

Left to right, Ramon Coronado, an Indian hunter, and the mysterious German



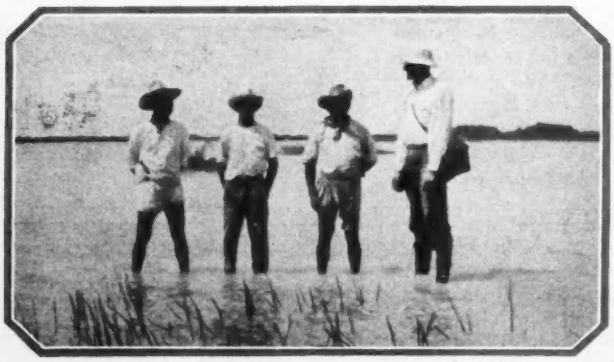
Ruins of an old Spanish Church in Quintana Roo bush

ing that point our course was about east by north. The day was clear, the sun not too hot, and it was delightful to strip and let the breeze and the spray cool the tick bites with which my body was covered.

The German, who seemed to possess a keen interest in romantic traditions and legends, pumped the skipper and the engineer and Ramon Coronado for tales of piracy and buried treasure, of which they had an unlimited supply. It is a known fact that the island was once the rendezvous of pirates, and the three natives were of firm conviction that much buried treasure has remained on Cozumel.

"Several years ago an American dug in the northern part of the island, near where we are going," recounted the skipper, "and he found a lot of Spanish gold plate. He got away with it too, because he did his digging before the Mexicans realized what he was up to. But some other Americans who started to dig in the little inlet below San Miguel which the pirates used to use as a refuge found themselves surrounded by so many greedy looking spectators that they gave up the attempt."

I began to discourage the story telling when I saw that we were now in quite shallow water with coral heads popping up dangerously near the surface here and there. Not till we had run two hours and a half from the port of San Miguel—the equivalent of a distance of fifteen miles—did the skipper turn Oscar's head toward the beach. The silhouette of a clump of coco palms, above the faintly visible light brown blur of a thatched hut, was our objective.



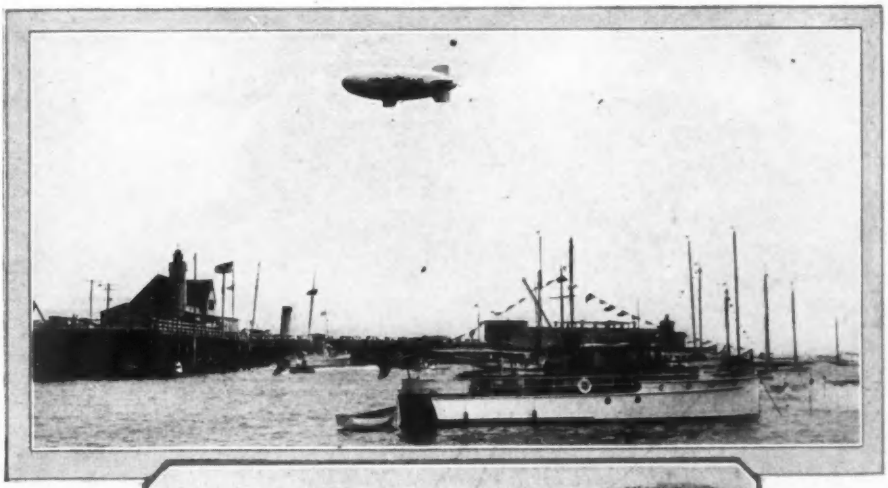
Crossing the lagoon on Cozumel to discover Ucul Ha, Mason at right

We were two hundred yards from it when Oscar struck a bank of mud. This was a barrier between the sea and what Oscar's skipper kept calling the harbor, a little pocket of deeper water. After vain efforts to pole the boat over the bar and equally vain efforts to back her off it the skipper swam ashore and got a native dugout canoe which lay in the shade of the hut's thatched roof. Then when the German and I and our cameras had been ferried ashore the skipper and the engineer and Coronado stripped to the buff, and pulling at Oscar's sides, managed to haul the motor boat over the bar and anchor her in the harbor. The trade was dying out and there were signs that a norther might be expected, a wind against which Oscar would be unprotected. But the engineer declined our suggestion that he stay and watch the craft, insisting that he must see *las ruinas.*

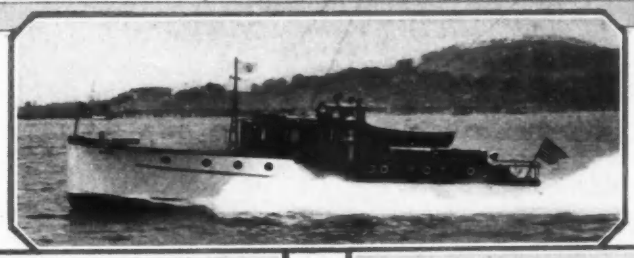
Less than a hundred feet back of the hut we came to the edge of a shallow muddy lake, plentifully dotted with clumps of mangrove. It was about a quarter of a mile wide, and stretched out of sight to the northeast and southwest. We crossed it in single file, the yellowish water about up to our knees. After traversing some hundred yards of rather boggy *terra firma* we came to a second lake. These two are the lakes Spinden crossed in his expedition with me in 1926 when he discovered (*Continued on page* 106)

RACE WEEK AT SANTA BARBARA

California Club Holds Contests for Boats in Many Classes



The clubhouse and docks of the Santa Barbara Yacht Club, sponsor of the week of racing



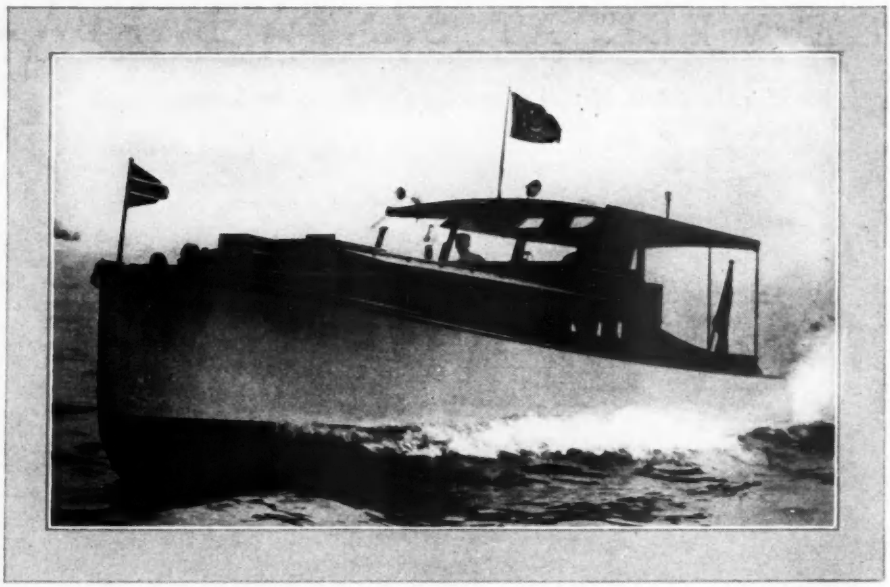
Agilis, the fast cruiser of the San Diego Yacht Club which won the high power cruiser race on August 15

The sailors competed on August fourteenth. Clem Stose's Teva, San Diego Yacht Club, closely pressed by Ocean Wharf

Laeva of the Santa Barbara Yacht Club proved the winner of the cruiser race on August sixteenth

A glimpse of the large fleet through a typical setting of tropical palms

Photographs by W. C. Sawyer



Ernest Tanaro

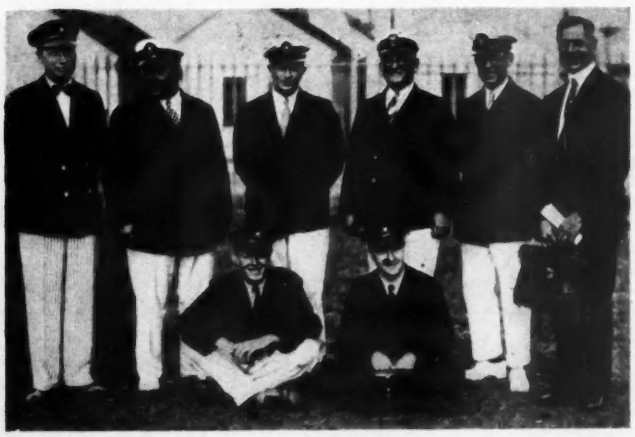
Evader, a fast cruiser owned by Commodore J. W. Bullard of the Sheepshead Bay Yacht Club

EVADER WINS OCEAN RACE

Final Event of Cruiser Racing Season in New York Area Attracts Sixteen Entrants

THE annual Ocean Cruiser Race of the Sheepshead Bay Yacht Club was held on September 8 of this year and attracted some sixteen cruiser owners. Of these, several did not start due largely to difficulties in getting to the starting line at the early hour necessary. This race as in former years was run over the identical course from the inlet at Rockaway along the Long Island Coast to the buoy off Jones' Inlet, and thence diagonally to Scotland Lightship, and back to the starting line. Roughly triangular, the course measures 45 miles and usually at the time of the year when this race is held weather conditions are such as to afford a severe test of the seaworthiness of the contestants. This year the absence of wind resulted in a smooth sea although a light fog and haze reduced the visibility sufficiently to make navigation by compass necessary. The trophy for which these boats competed, the Charles Trunz Trophy, has been won on two prior occasions by boats from the Sheepshead Bay Yacht Club, and now becomes its permanent property since it was won for the third time by one of their boats.

This race is run under the past performance rule of the American Power Boat Association and as is the best practice when using this rule, the boats were all started on the handicap times so that the slowest boats were called upon to leave shortly after nine in the morning while the fastest did not leave until almost three hours later. Three hours is a big difference in time over a course only 45 miles in length and it made it necessary for the fast boats to watch their navigation closely in order to avoid any loss of time.



Officers of the Sheepshead Bay Yacht Club and the committee in charge of the Ocean Race

Usually in races of this kind contestants are not sufficiently familiar with the exact speeds of their boats to permit them to make a definite statement in this regard. This time practicallly all of the boats which finished were racing on a past performance

(*Continued on page* 162)

GALILEE—A DOUBLE ENDED SKIFF

Further Details for the Construction of an Unusual Type of Seaworthy Runabout

Designed Especially for MoToR BoatinG

By WILIAM ATKIN

LOOKING backward to last month's number of MoToR BoatinG will reveal the lines and arrangement of the little packet Galilee, a 24 feet over all by 23 feet water line by 4 feet 6 inch breadth by 11 inch draft double ended skiff designed in the combined manners of the V bottom and the Seabright Skiff, a very happy combination coupling speed with moderate power and seaworthiness. She is a small craft and for that reason is especially interesting from the standpoint of the amateur builder. And another thing, as mentioned last month, she can be built without the aid of a steam box or special tools, requires but a small space for building and being light can be easily transported from the building stocks to the water.

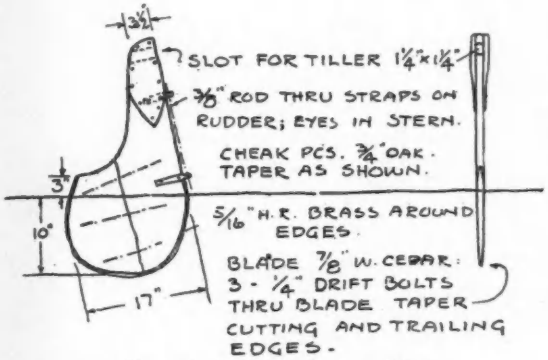

SLOT FOR TILLER 1¼"x1¼"
⅜" ROD THRU STRAPS ON RUDDER; EYES IN STERN.
CHEAK PCS. ¾" OAK. TAPER AS SHOWN.
5/16" H.R. BRASS AROUND EDGES
BLADE ⅞" W. CEDAR.
3 - ¼" DRIFT BOLTS THRU BLADE TAPER CUTTING AND TRAILING EDGES.
3½"
3"
10"
17"

Figure 1. A detail of the rudder

After having laid the lines down to full size as explained in previous issues of MoToR BoatinG the next item to attack is the flat keel. This will be made from three widths of clear white cedar (fir might be substituted for this) the center piece will be 20 feet long and about 8 inches wide, and the two each side like the ones shown on the construction plans —slightly over 13 feet long by 6½ inches wide. These three pieces will be fastened together with 5/16 diameter galvanized iron drift bolts and will in addition be secured by the floor timbers. There should be a drift bolt between each frame.

The joints between the three pieces should have a slight bevel on the bottom side, the inside fitting very tight. I would most certainly build a boat of this type and size bottom side up so the cotton wicking can be rolled into these seams at some later time. There will be a 7/8 by 2½ inch spruce cleat all around the edge of the keel as shown. Now this must be fastened well with either galvanized iron or brass screws set on 3 inch centers and staggered as indicated. Lay the cleats in a coat of Jeffery's liquid marine glue. Then you need not worry about leaking along this part of the construction. The cleat cannot be gotten out in one piece and so the joint should be placed in the middle part of the boat and scarphed. A section of the keel with other details is given in Figure 7.

The stem is shown in Figure 4 and should be made from 1-7/8 inch clear spruce or fir if desired. It will be built up from three pieces and fastened together with ¼ inch bolts at the knee near the water line and to the end of the keel. There must be pine stop-waters in the joints at the knee and at the keel. Since the planking will be ½ inch thick the stem must be rabbeted to this depth along the line indicated. The proper bevel for the rabbet is found from the laying down plan in the following manner. Sections of the stem are laid down at the deck, the chine, the L.W. L., and an intermediate point half way between

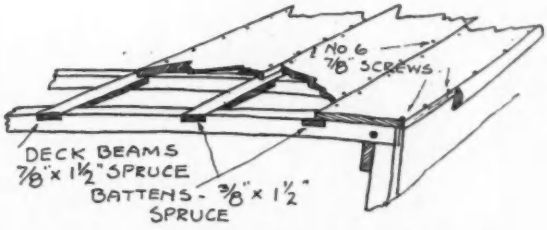
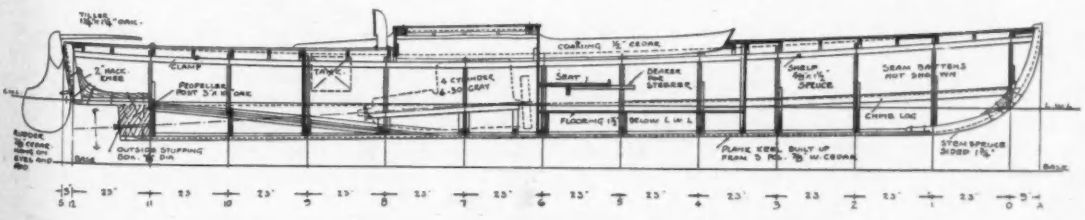
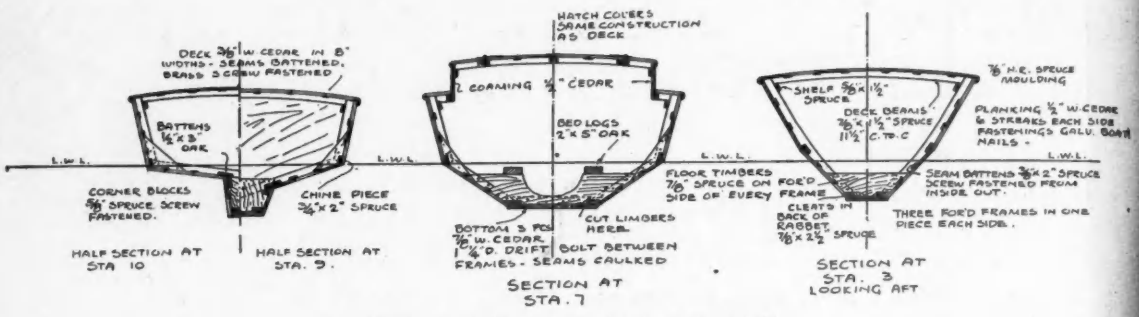


Figure 3. Showing how the deck should be laid

the chine and the deck. By drawing in the fore ends of these lines in plan view the angle at which the planking strikes the stem is very easily seen. Where the face of the planking touches the stem is the rabbet line, and where the back of the planking touches the stem is the bearding line. Transfer these points to the stem and connect with a fair curve. It is a good plan always to set the rabbet line a trifle farther back on the stem than the dimensions you have just gotten



An inboard profile of the hull of Galilee, a 24 foot runabout


HATCH COVERS SAME CONSTRUCTION AS DECK
DECK 3/8" W. CEDAR IN 8" WIDTHS - SEAMS BATTENED, BRASS SCREW FASTENED
BATTENS 1/2" x 3" OAK
COAMING 1/2" CEDAR
BED LOGS 2" x 5" OAK
SHELF 5/8" x 1 1/2" SPRUCE
DECK BEAMS 7/8" x 1 1/2" SPRUCE 11 1/2" C. TO C.
7/8" H.R. SPRUCE MOULDING
PLANKING 1/2" W. CEDAR & STRAKES EACH SIDE FASTENINGS GALV. BOAT NAILS
L.W.L.
CORNER BLOCKS 5/8" SPRUCE SCREW FASTENED.
CHINE PIECE 3 1/4" x 2" SPRUCE
FLOOR TIMBERS 7/8" SPRUCE ON FOR'D SIDE OF EVERY FRAME
CUT LIMBERS HERE
BOTTOM 3 PCS 7/8" W. CEDAR 1 1/4" D. DRIFT BOLT BETWEEN FRAMES - SEAMS CAULKED
CLEATS IN BACK OF RABBET 7/8" x 2 1/2" SPRUCE
SEAM BATTENS 3/8" x 2" SPRUCE SCREW FASTENED FROM INSIDE OUT.
THREE FOR'D FRAMES IN ONE PIECE EACH SIDE.
HALF SECTION AT STA 10
HALF SECTION AT STA. 5.
SECTION AT STA. 7
SECTION AT STA. 3 LOOKING AFT

Structural sections at typical points of the hull

give. The reason for this is to prevent a bull nosed stem; the farther back you go with the rabbet the less chance there will be of having a bull nose. And a bull nose means that the planking runs out nice and fair up to the rabbet line; then the stem angles away from a fair line with the planking and looks like the

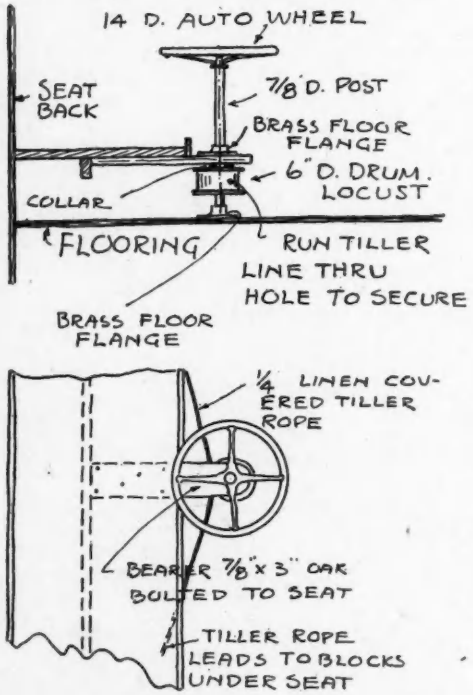

14 D. AUTO WHEEL
SEAT BACK
7/8 D. POST
BRASS FLOOR FLANGE
6" D. DRUM. LOCUST
COLLAR
FLOORING
RUN TILLER LINE THRU HOLE TO SECURE
BRASS FLOOR FLANGE
1/4 LINEN COVERED TILLER ROPE
BEARER 7/8" x 3" OAK BOLTED TO SEAT
TILLER ROPE LEADS TO BLOCKS UNDER SEAT

Figure 2. The steering gear and its attachment

devil. Cut the rabbet by using a short piece of the planking having one end perfectly square as a guide. This is let into the stem so that its outer corner touches the rabbet line while its inside face touches the bearding line. After spotting with this guide in three or four places the rest is cut in by eye. Another reason why a boat builder must have what is so often called a good eye. Of course both sides of the stem are alike.

The stern post will be a straight piece of fir rabbeted in the same manner as the stem only this will be simplicity in comparison to the latter. The stern post will be joined to the horn timber with a 1½ inch hackmatack knee, brass bolts being used for fastenings, ¼ inch in diameter.

The horn timber will be made from fir or spruce and is sided 3 inches at the propeller post and tapered aft to 2 inches. It will be fastened to the propeller post with 5/16 inch drift bolts well staggered so as to prevent drawing.

The propeller post will be made from fir 3 inches by sufficient width to reach from the floor timber at station 11 to the end of the keel. It will be fastened to the keel with four long screws and two drift bolts 5/16 inches in diameter. Stop waters will be needed where the rabbet crosses the joints in this part of the construction.

With the stem and stern posts erected on the flat keel a rabbet should be worked along the edge of the keel, its bottom being 3/8 inches above the bottom. The 7/8 inch cleat which is screwed around the edge of the keel is used as additional rabbet material and gives plenty of landing room for the bottom edge of the garboard strakes.

The frames are made from 1¼ by 1½ inch spruce throughout and the bottom and side frames are joined together with ⅝ inch spruce corner blocks, or, to be technical, gussets. The heels of the frames are fastened together with ⅞ by 6 inch spruce from stations 3 to 7; forward of these points are carried a little deeper and in the after sections the floor timbers are made the same depth as the box deadwood. The gussets and the floor timbers are fastened to the frames with brass screws no. 10 size, 1½ inches long and driven from the floor timber side.

The floor timbers will be fastened to the keel with bolts made from 5/16 inch galvanized rod with one end upset over clinch ring, which will be let into the

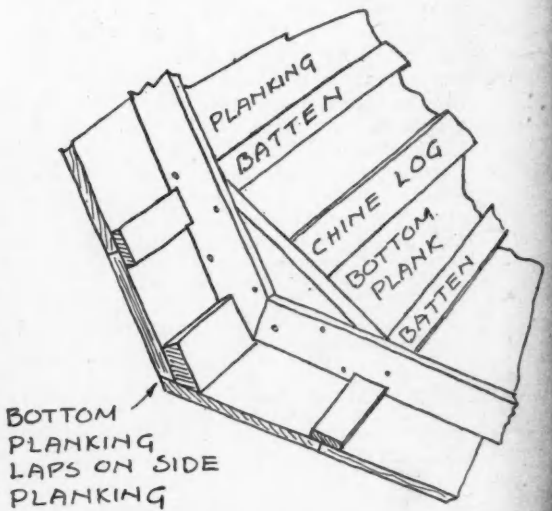
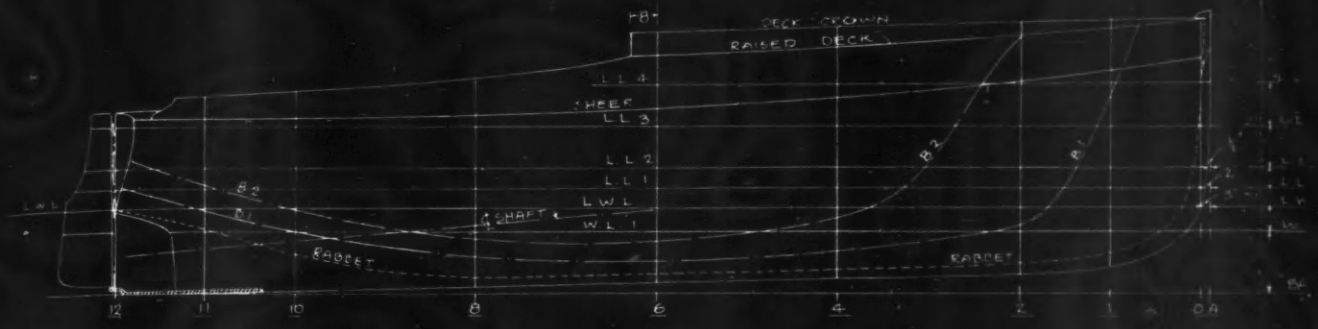


Figure 6. Details of planking at the chine

MoToR BoATING



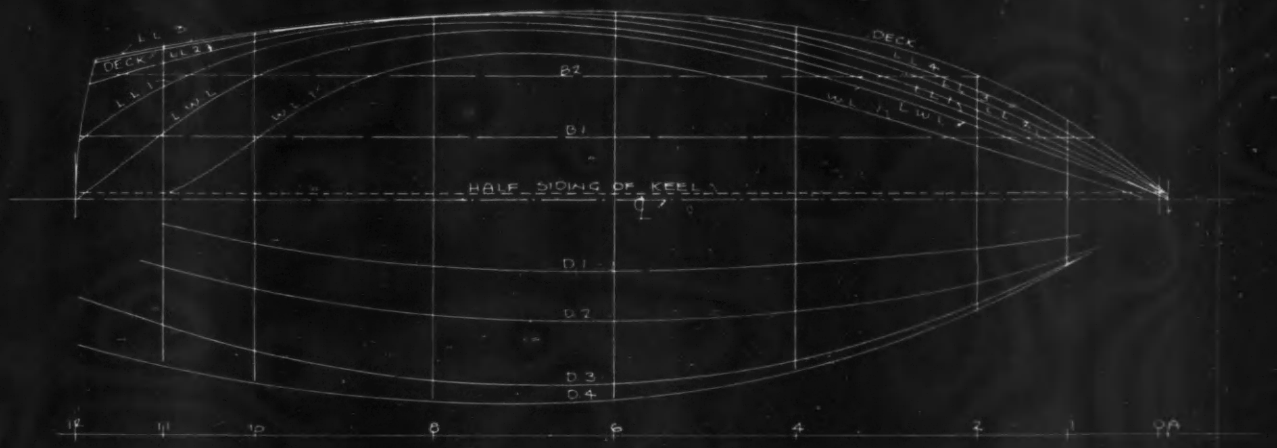


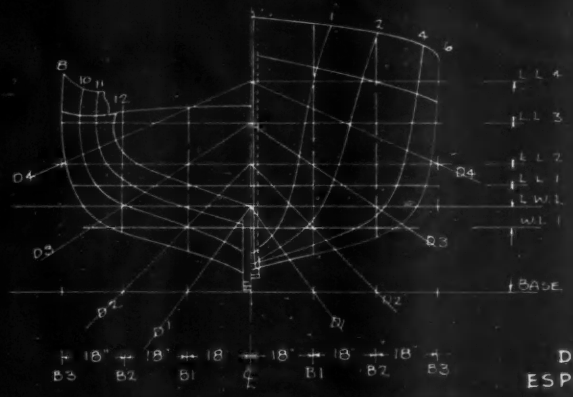
TABLE OF OFFSETS HO 231 - DIMENSIONS TO OUTSIDE OF PLANKING

STATION	A	0	1	2	4	6	8	10	11	12	S
HEIGHTS											
L.W.L. TO SHEER	3-7½		3-4	3-1	2-8¼	2-5	2-3⅛	2-2½	2-2⅝	2-3	
L.W.L. TO DECK	4-8		4-5	4-3	3-11	3-9	3-2	2-10½	2-9		
BASE TO B				6-1	1-9	1-3	1-4	2-0¼	2-7½	3-4	
" " B.1			4-9	1-7½	1-0½	0-9⅛	0-11	1-6	1-11⅝	2-7	
" " RABBET			0-11	0-8	0-7	0-6	0-5	0-11½	1-6½	2-1¼	
" " KEEL			0-7	0-5	STRAIGHT TO				0-0		
R.D. TO ⊥ CROWN			0-1½	0-3½	0-6	0-7					
BASE TO ℄ OF SHAFT						2-0	STRAIGHT		0-9½		
HALF BREADTHS											
DECK			1-11¼	3-0	4-2	4-6½	4-5⅝	4-0¼	3-8	3-2	
L.L. 4				2-7½	4-0	4-6⅛					
L.L. 3			1-3⅞	2-4¾	3-10	4-6	4-5⅝	4-0¼	3-8	3-3½	
L.L. 2			1-2	2-1½	3-7½	4-4	4-4½	3-10⅛	3-4	2-7½	
L.L. 1			1-0½	1-11	3-5¼	4-2	4-3	3-8	2-9½	1-4	
L.W.L.			0-11	1-9¼	3-2½	4-0½	4-0½	2-11½	1-7¼		
W.L. 1			0-7¾	1-4	2-6⅞	3-5¼	3-5¼	1-5			
DIAGONALS											
D 1			0-10½	1-1½	1-5¾	1-8	1-7	1-1	0-7		
D 2			1-4	2-0	2-7¾	3-11	2-9	2-1¾	1-7¾	1-4	
D 3			1-5½	2-5½	3-10	4-4½	4-4	3-7¼	3-0½	2-4	
D 4			1-7¼	2-7½	4-1¼	4-9	4-0	3-4¾	4-0	3-6	

DIMENSIONS IN FT. & IN.

G's Build A Boat Series

MIDGE: A 26 RAISED MOTOR S

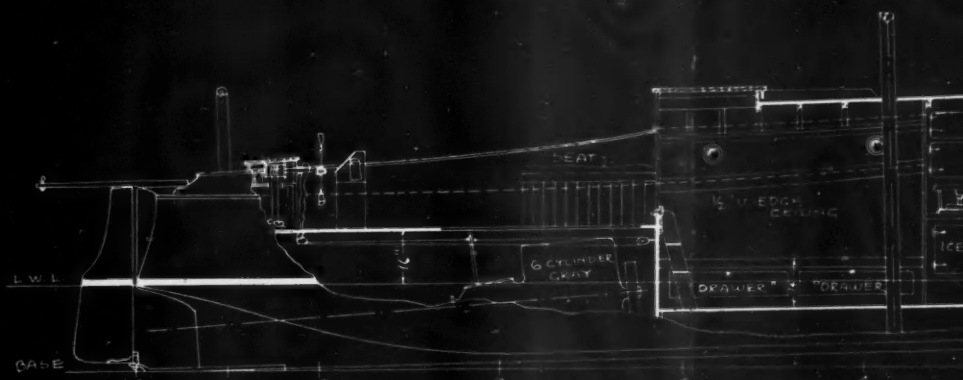


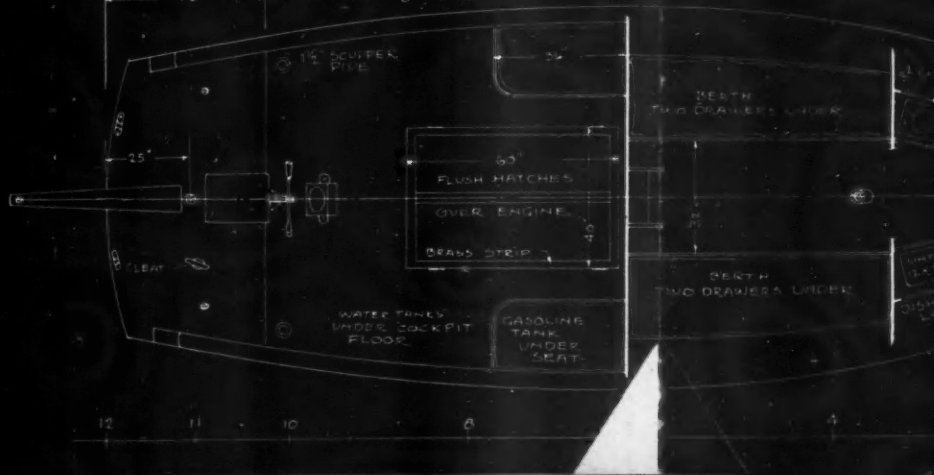
DESIGNED ESPECIALLY FOR

MOTOR BOATING

by WILLIAM ATKIN

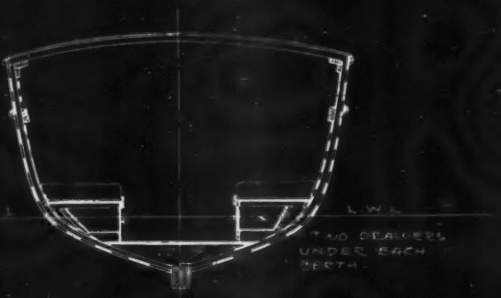
DIMENSIONS	
L. O. A.	26' 3"
L. W. L.	26' 0"
BREADTH	9' 0"
DRAFT	2' 0"
F'BOARD BOW	4' 8"
STERN	2' 3"
LEAST	2' 3"





S

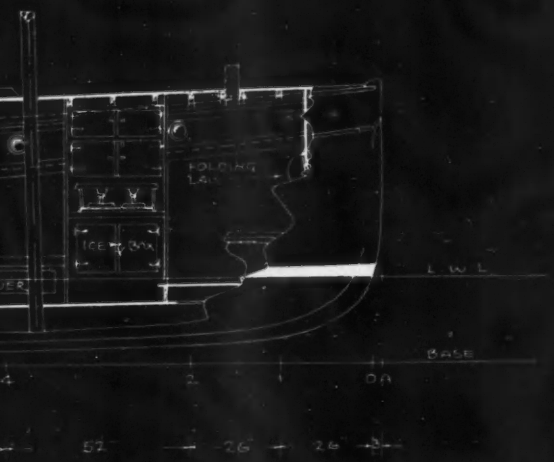
26 FOOT
ED DECK
OR SAILER



SECTION, SHOWING BERTHS
AT STATION 4

G Scale: ¼ In. = 1 Ft.

KIN



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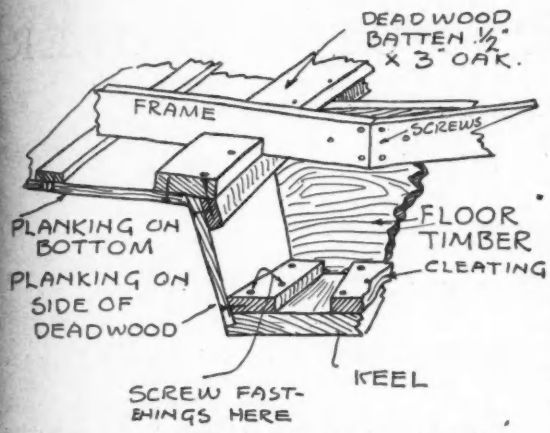


Figure 5. A detail of the construction of the box, deadwood and bottom

keel and plugged, and of course nuts on the inside.

The chine logs will be made from one piece of ¼ by 2 inch spruce and must be let into the corner of the frames as shown in the sketch Figure 6. This sketch also shows the method of laying the side and bottom planking. The chine logs will be fastened to the frames with 2 inch screws, either brass of galvanized iron. Two screws to each frame. The chine logs should be fitted carefully and beveled on their bottom edges the same as the frames.

Seam battens are required, two for the side planking, and two for the bottom, there being three planks each side of the boat. These will be made from 3/8 by 2 inch spruce and will be let in flush with the frames. The battens should be screwed to the frames. It is not necessary to lay the battens in single lengths.

The planking will be made from ½ inch white cedar, six strakes each side and two extra on the side of the box deadwood. It will be fastened with screws or boat nails into the frames but with screws into the battens, and along the battens the fastenings should be set on at least 3 inch centers. I should by all means lay the planking against the chine log and the battens in Jeffery's liquid glue. Also use glue in the joint where the bottom planking lands on the chine log and edge of the side planking, and along the garboard seam; caulking will then not be required.

Construction in the neighborhood of the box keel is clearly shown in the sketch, Figure 5. This is the only complicated portion of the structure and will have to be studied out before rushing in and making a muddle of it all. When the frames are all set up it will not be so puzzling as the drawings indicate.

The riser for the deck beams will be made from ⅜ by 1½ inch spruce and should be in a single length. It will be fastened to the frames with screws and is set far enough below the deck to receive the deck beams.

The deck beams will be made from ⅞ by 1½ inch spruce and are set on 11½ inch centers, this brings one on the frame head, and one between. They should be fastened to the riser, or shelf, with long screws, and into the heads of the frames with a galvanized wire nail toed well and bored for.

The deck will be laid with ⅜ inch thick cedar in strakes about 8 inches wide. Battens of ⅜ by 1½ inch spruce will be fitted under the seams which must be fitted snug and laid in paint or varnish. The deck must be fastened with brass screws with the heads let in flush with the surface; afterwards to be filed smooth with the decking. This makes a beautiful deck and does not need canvas covering, which is a crude way in which to finish a small light boat of this character. Details of the deck are shown in Figure 3.

The coaming will be made from ½ inch white cedar or mahogany and will be fastened to the inwales with brass screws. Hatch cover and motor housing will be the same construction as the deck and require little explanation.

Flooring will be laid with ½ inch cedar and should be left in natural finish. Seats, etc., should be kept light and if made as shown in the drawing will be comfortable and amply heavy for the accommodation of two.

The steering wheel is of the vertical post pattern and can be made by the amateur. As shown in

(Continued on page 74)

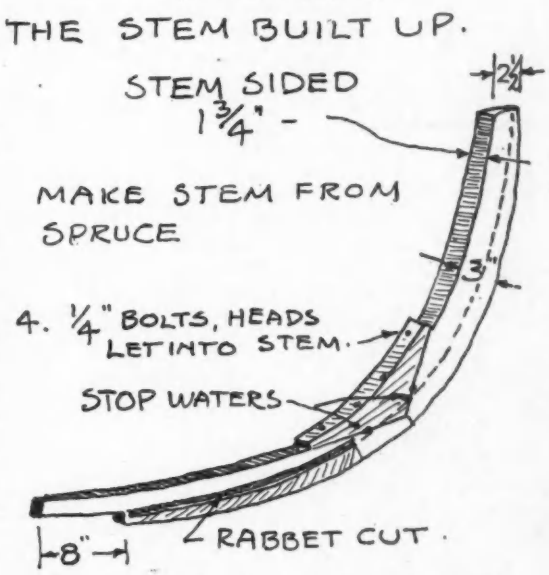
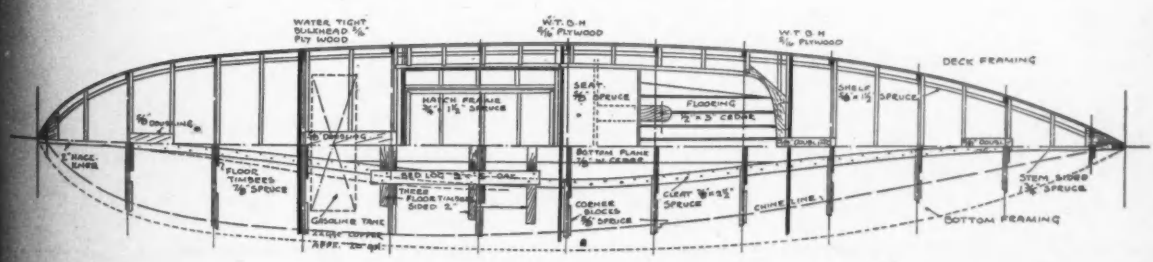


Figure 4. How the stem is laid out and rabbetted



Construction plan for the runabout Galilee

MIDGE, A 26-FOOT MOTOR SAILER

A Husky Little Cruiser Designed for Two, with a Speed of Eight Miles Under Power and Ample Sailing Ability

Designed especially for MOTOR BOATING

By WILLIAM ATKIN

MIDGE is one of those types which we hear a lot about but see so few of: a motor sailer, or as some writers say, a 50-50. Perhaps a better designation for this one would be a yawl rigged motor boat. Somehow this business of naming boat types 50-50, or 25-75, or 40-60 does not smack much of the sea and its cruising yachts; the notion is therefore not so good.

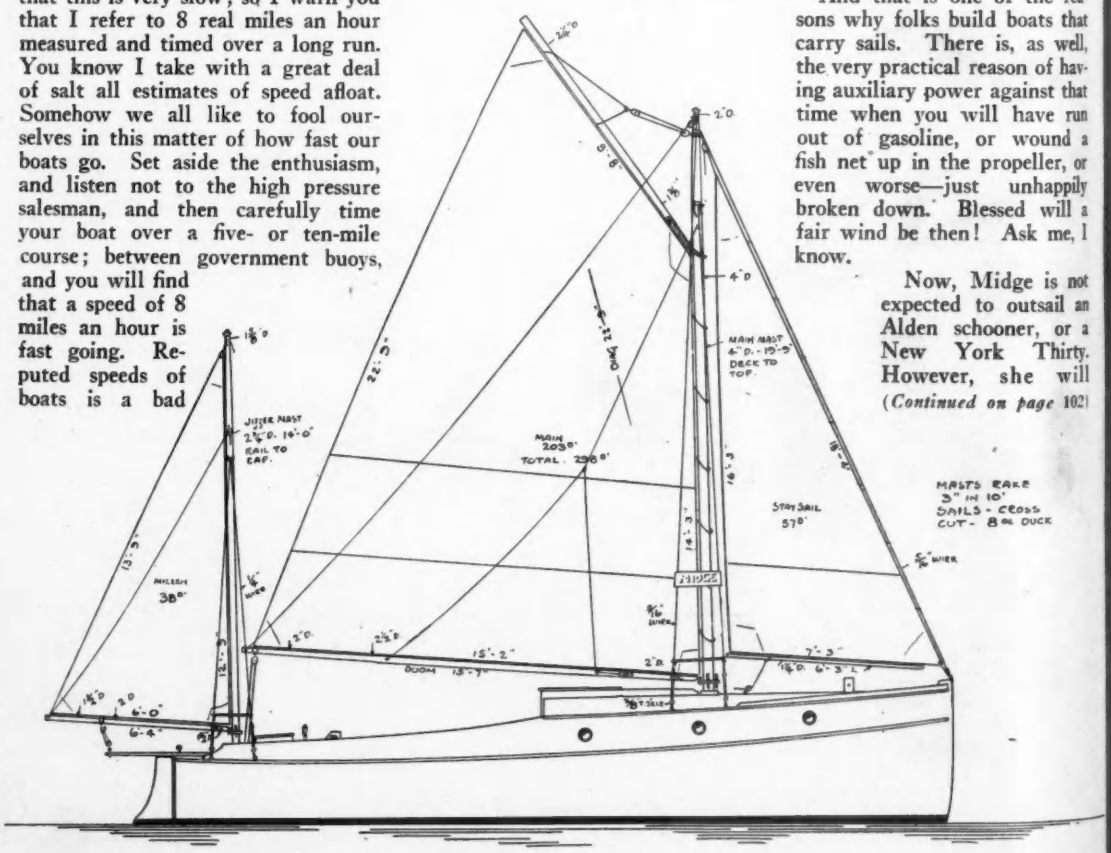
Now, in view of the fact that one boat like this Midge has already been built, and used for several seasons, it is a safe proposition for me to tell you just what she will do; both under power, and under the urge of a friendly breeze.

The first of the fleet was named Mary Lou and was built from my plans by Elwood Sprague at the Mill River Boat Works, East Rockaway, L. I. She was powered with a four cylinder 3⅜ by 4¼-inch motor which was ample for a speed of 8 miles an hour. You are now making a mental reservation that this is very slow; so I warn you that I refer to 8 real miles an hour measured and timed over a long run. You know I take with a great deal of salt all estimates of speed afloat. Somehow we all like to fool ourselves in this matter of how fast our boats go. Set aside the enthusiasm, and listen not to the high pressure salesman, and then carefully time your boat over a five- or ten-mile course; between government buoys, and you will find that a speed of 8 miles an hour is fast going. Reputed speeds of boats is a bad subject for me to begin on, and so before I say too much I shall set out on another tack.

There is a lot of charm in having a boat with masts and sails. Indeed, I know of no pleasanter thing than to have a steady wind ablowing, and everything set and drawing. Even if the sail plan is of moderate area as in Midge it is soothing to feel the little hooker footing along, slowly, perhaps, but nevertheless quietly, the sound of the water falling away from the bows, and the rippling aft as the sea flows past the rudder. Those of you who always cruise under power have no idea of the sounds that come from the shore; at night crickets singing and katydids quarreling. The pant of some locomotive miles and miles inland, the song of wavelets lapping up the beach, and of ducks talking among themselves in the reeds off somewhere to windward. No, unless you stop your motor you have no idea of the charm there is in slipping along under sails alone.

And that is one of the reasons why folks build boats that carry sails. There is, as well, the very practical reason of having auxiliary power against that time when you will have run out of gasoline, or wound a fish net up in the propeller, or even worse—just unhappily broken down. Blessed will a fair wind be then! Ask me, I know.

Now, Midge is not expected to outsail an Alden schooner, or a New York Thirty. However, she will (*Continued on page* 102)


MAIN MAST
4" D. - 19'-9"
DECK TO TOP.
MAIN 203 SQ. FT.
TOTAL 298 SQ. FT.
STAY SAIL 57 SQ. FT.
MAST'S RAKE 3" IN 10'
SAILS - CROSS CUT - 8 OZ. DUCK
JIGGER MAST 2½" D. 14'-0" RAIL TO CAP.
BOOM 15'-2"
MILLER 38 SQ. FT.

The outboard profile and sail plan of the 26-foot motor sailer Midge

SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions Submitted for the December Contest

1. What method can you recommend for cleaning the water jacket, exhaust piping and muffler?
(Submitted by W. B. M., Newburgh, N. Y.)

2. Describe and illustrate the procedure to be followed in removing old canvas from the deck of a cabin boat and applying new canvas.
(Submitted by E. F. C., Cambridge, Mass.)

THE FIRST AID KIT

Emergency Medical Supplies Should Be Carried and Properly Protected on All Boats of Any Size

Answers to the Following Question Published in August MoToR BoatinG

Describe and Illustrate a Water Proof Self Contained First Aid Equipment Which Is Most Likely To Be Needed on a Boat in Case of Sickness or Injury

A ROLLED MEDICAL KIT

(The Prize-Winning Answer)

ORDINARILY cruising men are a healthy lot, but that doesn't mean that now and then recourse to things medicinal is not necessary.

A rolled kit has many advantages over the box type of medicine chest, particularly in the case of the small cruiser wherein the locker selected for the medicine box might be an eighth of an inch too narrow to admit the box.

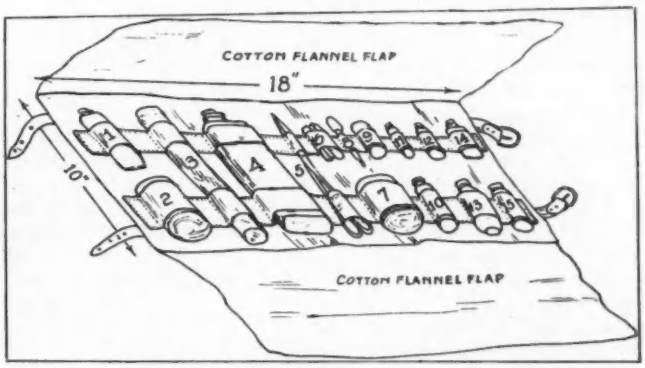
A rolled kit will adapt itself to many places aboard a boat and in addition will present its contents readily when opened. The body of the kit should be made of ordinary drilling, khaki in color and with two flaps of cotton flannel attached as shown.

The various articles selected for the kit are now placed on it and fitted into place temporarily. Binder tape 1½ inches wide will serve as a holder and this can be pinned in position and then later sewn securely, after which the outside of the drilling is given a coat of waterproofing liquid.

Two straps are fastened as shown. It is not necessary that the strap be full length.

The contents of the kit as illustrated, while not exhaustive, nevertheless cover a wide field of usefulness.

No. 1 is a tube of Mentholatum or similar preparation. No. 2. Two packages of one inch gauze bandage. No. 3. A tourniquet left in its original container. While there are ropes enough aboard a boat to make an improvised tourniquet, nevertheless the manufactured article is to be desired. No. 4. A 4 oz. bottle of 10% solution of carbolic, or other similar germicide. No. 5 Scissors. No. 6. Two or three finger cots. No. 7, A package of three inch gauze bandage. No. 8. Medicine dropper. No. 9. Adhesive plaster, one inch wide. No. 10. Argyrol, 5%. Nothing better for sore eyes occasioned by sun burn, wind or salt spray. No.



The rolled first aid kit suggested by J. E. M. is practical

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above questions for the December issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before October 25, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses

The names will be withheld and initials used

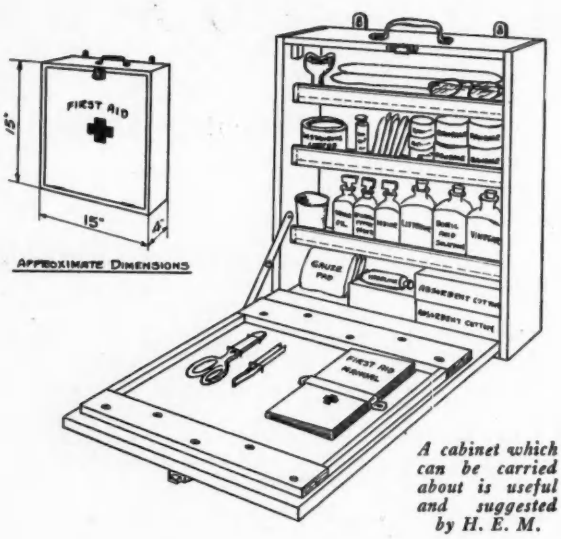
QUESTIONS for the next contest must reach us on or before October 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which the advertised price does not exceed $25 or a credit of $25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised prices does not exceed $5, or a credit of $5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



A cabinet which can be carried about is useful and suggested by H. E. M.

11. Belladona. Recent medical research maintains that this is one of the most effective preventatives of seasickness. Not over 20 drops should be taken as a dose. No. 12. Aspirin. For headache or cold following exposure. Also used as a gargle for sore throat. No. 14. Ammonia. Nothing better for insect bites for which it is used full strength. Diluted with water it takes the sting out of sunburn. 15. Soda tablets. J. E. M., Norwich, Conn.

A PORTABLE FIRST AID KIT

AT sea, as on shore, accidents or sickness may occur tending to mar the pleasure of a day's trip or an extended cruise. To know that one is prepared for such an emergency puts the mind at ease and gives a sense of security, as much so as knowing that the equipment is aboard as prescribed by law and intended for safety of the craft and its passengers. How often do we accidentally come in contact with a hot exhaust pipe, trip over an obstruction, scratch or cut ourselves, most of which usually happens during a period of excitement or trouble. Ability to promptly take care of minor injuries while aboard may prevent much greater suffering at a later time, for medical attention is very rarely available upon the water.

In the case of a small boat which very seldom ventures out of sight of the home port, first aid could be entirely omitted; however, on a craft that goes places for days or weeks at a time, a complete kit is strictly advisable, with its contents maintained clean and ready for immediate use. It is to fill such a requirement that the cabinet shown herewith is advocated, which can readily be made by anyone handy with tools. The outfit is intended for hanging against an upright surface, by means of the slotted hole hangers which permit quickly unshipping for transference to the scene of the accident, or possibly in an emergency to another boat not so equipped. A similar hanger at the bottom of the cabinet will prevent it swinging outward when the boat rolls. As will be noted, the hinged door acts as a shelf when the cabinet is open. Needless to mention, the cabinet should be placed in a clean, dry portion of the boat and may be finished to harmonize with the surrounding woodwork.

If desired the cabinet could be made of heavy guage sheet metal by any good tinsmith, with quite a saving in space occupied. Suggested contents for the cabinet is as follows:

Drugs

2 Oz. Alcoholic Solution of Iodine, in glass stoppered bottle, an antiseptic for cuts, bruises and burns.
2 Oz. Bottle Boric Acid 4% Solution, for eye injuries, also used as a wet dressing for wounds and burns.
2 Oz. Bottle Essence of Peppermint, for upset stomach and seasickness.
4 Oz. Bottle Castor Oil, as a laxative.
4 Oz. Bottle Listerine, antiseptic dressing, germicide and mouth wash.
4 Oz. Bottle Vinegar, for sunburn.
1 Jar Mentholatum, also for sunburn.
2 Tubes Carbolated Vaseline, for cuts and bruises.
1 Styptic Pencil, to stop bleeding of cuts.

Instruments

1 Pr. Blunt Nose Scissors.
1 Pr. Tweezers.
1 Graduated Medicine Glass.
1 Tourniquet, for stopping severe arterial bleeding.
2 Splints, for broken bones.
1 Eye Dropper.
1 Eye Cup.
3 Pr. Amber Colored Glasses, to relieve eye strain from glare.
6 Wooden Tongue Depressers.
1 Package Safety Pins.

Dressings

12 Sterile Gauze Bandages in 3 assorted sizes.
1 Spool Z. O. Adhesive Tape, ½ inch wide by 3 yds. long.
2 Spools Z. O. Adhesive Tape, 1 inch wide by 3 yds. long.
3 Packages Absorbent Cotton.
3 Sterile Gauze Pads.
1 Spool Dental Floss.
2 Finger Cots
1 Doz. Wooden Applicators, wound with cotton.
1 Package Court Plaster.
1 Package Paper Towels.

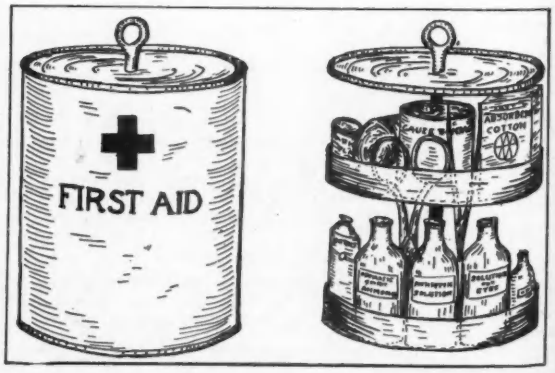
Stimulants

2 Oz. Bottle Aromatic Spirits of Ammonia.
1 Can Instantaneous Coffee.

First Aid Manual, one which also contains instructions for resuscitation from drowning.

The equipment mentioned may be supplemented by other articles, or some omitted, according to personal choice, nevertheless always be prepared, for it is better to be safe than sorry. It is almost needless

(*Continued on page* 126)



W. B. M. builds a cylindrical container which houses first aid materials

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NINE TUBES

A PORTABLE BOAT TABLE

Folding Table Arrangements Which Permit Easy Stowage and Portability Are Favorites With Readers

Answers to the Following Question Published in the August Issue

Explain and illustrate the construction of a removable table that may be quickly set up in either the cabin or the cockpit

A SEA GOING TABLE

(The Prize-Winning Answer)

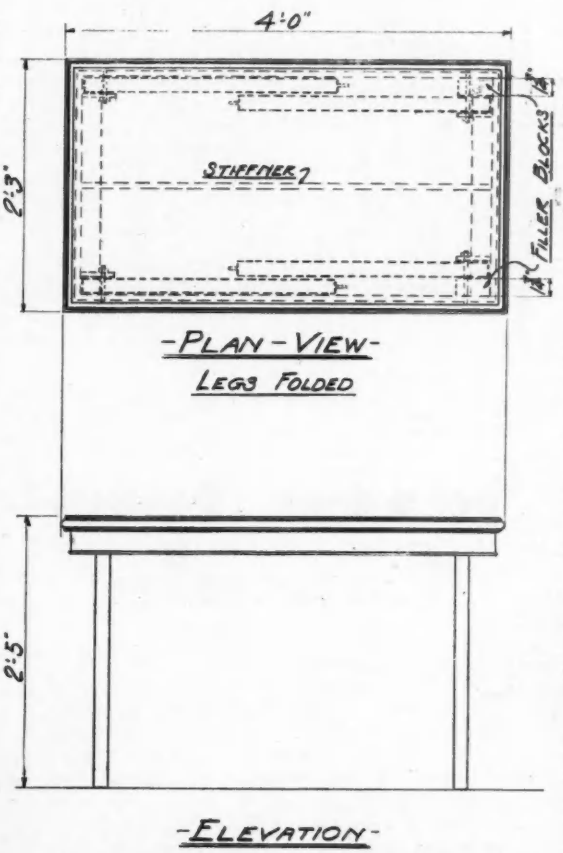
THE problem of a removable table that may be quickly set up in any part of the boat could, of course be solved by any one of several makeshift methods. It might be well to mention that for an emergency a folding card table might fulfill the requirements of a card party afloat, but it is very susceptible to moisture and particularly to spilled liquids. Therefore it may be said that a card table is not nautically inclined.

There are innumerable ways of contriving folding legs under any table which might be made to meet certain requirements; but usually a trial will prove that the table is weak in the knees and as a result the paint remover which makes up the present day refreshment is liable to ruin the deck finish. The table herewith described has been proved to be steady, of good appearance, easily cleaned, and will lend itself readily to any of the many requirements of a table.

The material used in the construction of this table should match the trim of the boat. If the woodwork is painted, Douglas Fir will be found to be an excellent wood for all parts of the table except the legs, which should be of oak or maple. If the trim is mahogany or teak, the table should be of the same, again excepting the legs which should be of kio wood. Kio wood looks and finishes like mahogany or teak and is about four times as strong and sells for but very little more per foot, B. M.

The top of the table is made of a five ply, waterproof panel. This is easily obtained from any good sash and door mill and the outside ply may be had in any wood. This is lighter and very much stronger than a full board would be. The moulded edge appears to be difficult and expensive but is not. The mill charge for sticking this piece is about two dollars, which is about one fourth of what it would cost you if you made this with beading and rabbet planes. The moulding should be mitered to the required size, glued, toe-nailed with finish nails and clamped until dry. The apron is also mitered and glued and nailed and is later screwed to the moulding as shown. In section A-A will be seen a ½ x 2⅛ inch stiffener. This runs full width across the ends and acts as a stop for the legs.

There is required one hard wood bearing block ⅝ x 2 x 3⅝ inches for each leg. In addition, two of the legs have filler blocks 1¾x2x3⅝ inches. This is to offset the legs so that they will fold up. These blocks are fastened with three 1½ inch No. 10 flat head screws as shown. After these pieces are all in place the top panel should be carefully dressed to size and glued into the rabbeted depression in the top edging. Use plenty of glue.



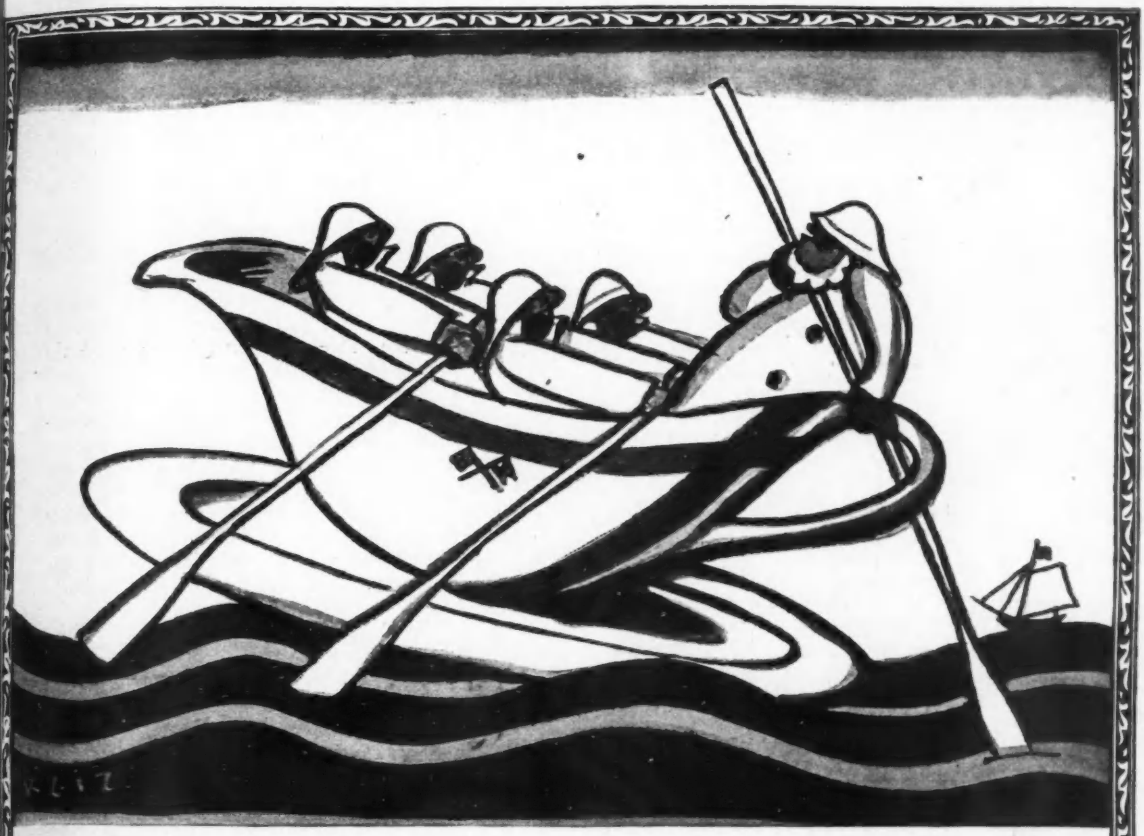
The table designed by E. F. A. opened and with folded legs

The legs are 1½ inch square and after the ends are cut square the only work to be done is the cutting of the slotted holes. With a 9/16 inch bit bore the three main holes, and with a 7/16 inch bit cut out the wood between them. Then with a good rasp dress the slot to 9/16 inch as shown.

The legs swivel on ½ inch carriage bolts and a cut washer should be inserted between each piece of wood so as to prevent sticking. It will be noticed that the shape of the slot makes the legs jamb tightly in both the open and folded positions and because of inaccuracies in work the bolt centers should be determined by careful trial so as to insure this wedging action. The legs are folded by pulling down, swinging up, and pushing in, where they jamb against a leather wedge. To further insure the rigidity of the table, brass dowels may be driven into each leg and brass sockets inserted in the deck to match them. The table may be put against a bulkhead or hung up against the cabin ceiling. The writer will leave the method of fastening entirely to the owner, as conditions are different for every boat.

E. F. A., Oakland, Calif.

(*Continued on page 60*)



And it's blow, boys, blow for Sea-going China and Crystal-O!

HERE'S a fleet of sea-going china with your galley for its port!

Gallant craft all, smart and shipshape, rigged to carry your victuals and present them in good order, ready to serve you many a meal in the style you insist on ashore. At sea—well, many a skipper is hawkeyed about shining brass and coiled rope, who completely forgets his galley. We don't want to remind you that once aboard you are more than the Skipper—you're the Host. But we do aver that your ship deserves the best. Scrutinize your table gear. Does it recall the famous wrecks from Ulysses to the Vestris? Then overboard with the derelicts and steer straight for Ovington's. We have fitted many a famous ship, and we can assemble you a complete dinner service for six, emblazoned with the flags of your club and craft for as little as $63.

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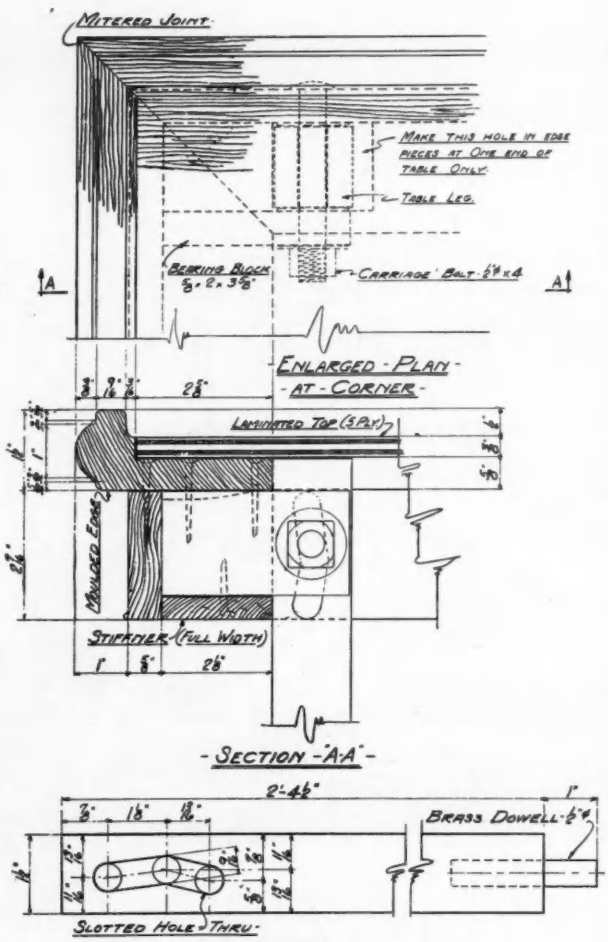


Details of the folding table by E. F. A.

A SUBSTANTIAL TABLE

THE table shown in the drawing may be quickly set up in either cabin or cockpit, being lifted bodily from its fastenings in the floor, or stowed against side of cabin in a comparatively small space. Simplicity was kept in mind and the moving parts confined to the two leaves and their supporting battens. The use of toggles, hinge brackets and bolts with thumb nuts was purposely avoided, as such trappings usually give trouble from time to time.

An average size table is shown, although a compromise between desired capacity and available space will probably suggest other proportions. The two pipe column supports which are inserted in sockets in the floor made of a pipe floor flange and a pipe nipple, afford a maximum of leg room and render the table immovable against knocks and jarring. The difference between the inside diameter of a std. 1½-inch nipple and the outside diameter of a std. 1¼-inch pipe is 1-64 of an inch. This enables the ends of the pipe supports to be turned down for a distance equal to the length of the nipple and thereby secure an easy sliding fit. Of course, a like pair of sockets must be provided in the floor of both places where it is desired to set up the table.

The table proper is composed of three boards, the middle one of which should preferably be of oak to obtain better holding qualities for the fastenings. The leaves may be of a lighter material if preferred, properly battened to prevent warping. The upper ends of pipe supports are attached permanently to the middle table board by means of 1¼-inch std. pipe floor flanges. Swing battens for holding the leaves should also be made of oak and be provided with the necessary stops as shown. Piano hinges for the leaves, extending the entire length of the table, are recommended, to provide greater rigidity and offset the tendency to distort. A guard rail about ½-inch high above the table top, extending around the outer edge will help prevent dishes sliding off in a seaway. All wood parts should be stained and varnished or painted for appearance sake and as a preventive against warping.

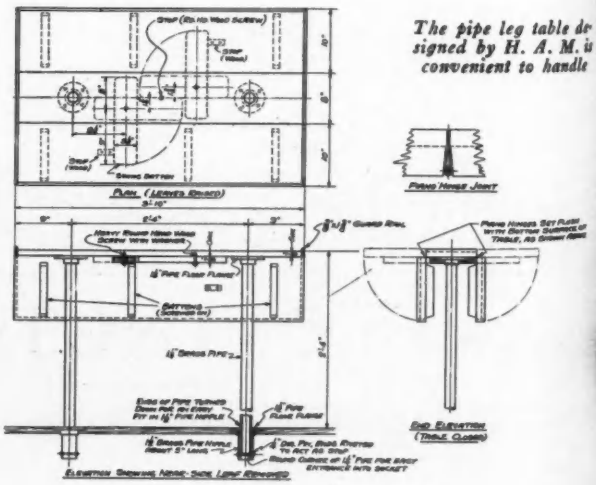
It is recommended that the 1¼-inch pipe supports and the 1½-inch pipe nipples be of brass, to provide a smooth, rustless fit of one pipe into the other. The other fittings may be of galvanized iron if preferred, for the sake of economy. H. A. M., Philadelphia, Pa.

TWO SIMPLE TABLE STYLES

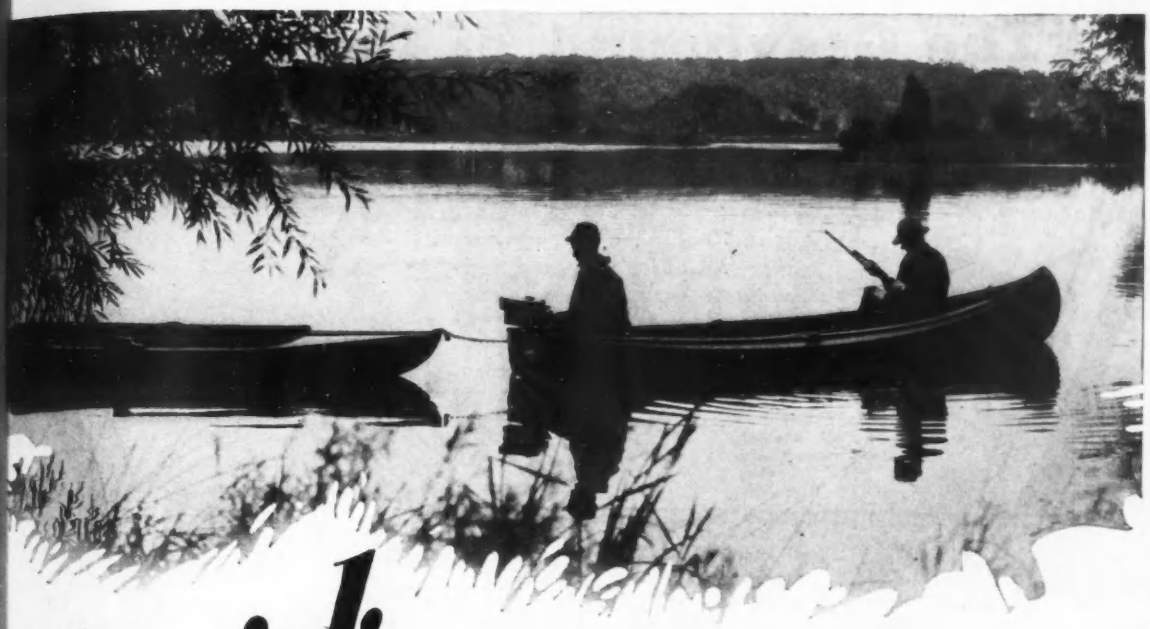
FOLDING tables are apt to be shaky, to say the least, but the table described is as rigid as any table can be. It is patterned after the work bench much used by plumbers and steam fitters and it goes without saying that such a table must be stiff and sturdy.

The table top is made in two pieces joined by two strap hinges, along the center line. Along the edges is fastened the conventional plate or guard rail. The table top is made of ⅞-inch material, but the guard rails are ⅜-inch white oak and the end sections are securely fastened with screws.

Each section of end rail is made in two pieces and butted at the joint so tightly that when the table is opened these end rails keep it level. Each of these end pieces must be fastened separately. If one piece is fastened across the end and then sawed in two at the joint, the (*Continued on page* 126)



The pipe leg table designed by H. A. M. is convenient to handle



Quick—to the blinds!

PRECIOUS minutes — those at crack o'dawn —when you slip grudgingly from warm blankets and head for the distant blind. Then the Super Elto Lightweight is the hunter's best friend. It gets you there *Quick*—first! Power enough to steam along at top speed, towing a skiff or two. Eagerly willing to start, even in cold that rims the shore with ice.

Outstandingly the *handiest* motor that a sportsman ever owned. Despite its liberal power and sturdy construction, it's the most compact of all outboards—it "folds like a jackknife." Measures only 22 inches by 11 inches by 11 inches. Fits into a luggage carrier, stows into a small locker, swings from the hand as free and easy as a traveling bag.

Weighs only 38 pounds. Amazingly quiet. Your dealer will gladly demonstrate the Lightweight for you—or the middleweight Speedster and the 4-cylinder Quad if you're interested in larger motors. Write today for the Super Elto Catalog and dealer's name.

ELTO DIVISION
OUTBOARD MOTORS CORPORATION
OLE EVINRUDE, *President*
Mason Street Dept. F
Milwaukee

The Super Elto Lightweight

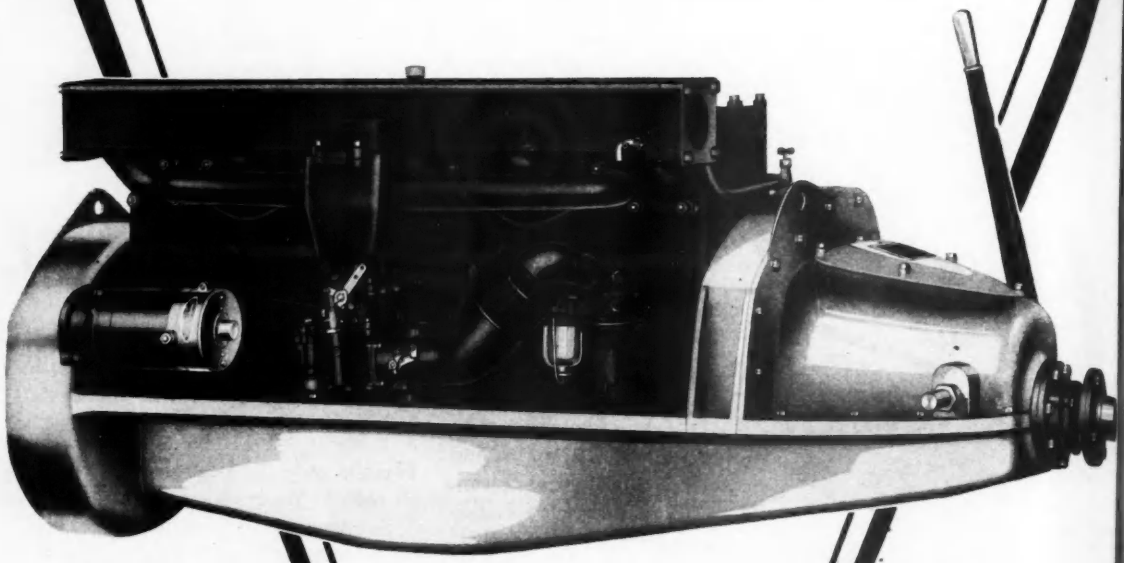
IT FOLDS! A few turns on a single nut releases the propeller housing — lets it snap back under the muffler — as quick and simple as shutting a pocket knife.

"The Grayhound of the Grays"

Gray Eight—the mightiest, fastest, marine power plant per pound of weight and per dollar of price ever presented.

Wherever you go today, you hear marine men talking "Gray Eight." Its smoothness, flexibility—power—speed have commanded respect and admiration in the four corners of the globe.

Gray Eight is a great power plant for the world's finest boats. It is establishing new records for sales.



Develops 129 H.P. Under 60 inches in length. Only 20" high above center of shaft. Weighs only 830 lbs. with aluminum base. 322 Cu. inches displacement. 3 3/8" bore, 4 1/2" stroke.

$1200.00

GRAY MARINE MOTOR CO.
680 Canton Ave.
Detroit, Mich.

GRAY MOTORS

Built by Pioneers — Engineers — Leaders

Advertising index will be found on 3rd last page

Yet you do pay more for a used Gray it's worth more

Why is it that used Grays regularly change hands at a figure so close to the original New Gray Price?

First, because **Gray Motors are sold at the least margin of profit known.** In no other motor do buyers receive as much per dollar as in Gray. (Note Gray prices on any motor in the entire line—the price per horsepower). There cannot be the depreciation in Gray that is commonly taken by other makes of motors.

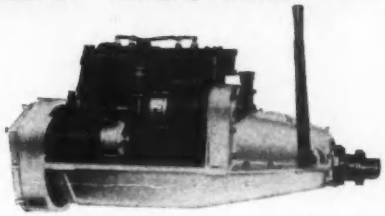
Second, because Gray Motors are manufactured on a production basis. **Costs are cut to the minimum, making the original purchase price low,** and another impressive reason for low depreciation.

Third, because Gray Motors are known the world over to give more years of uninterrupted service. **Ten, fifteen and twenty years of service is not uncommon for Gray.**

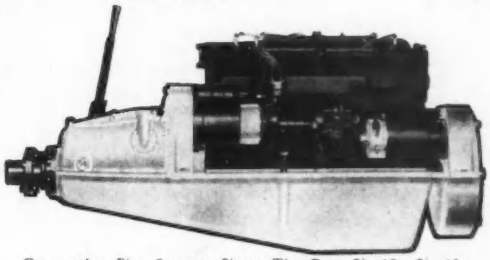
Gray today is the world's standard of marine power value. Gray is outselling because the marine world knows that for power, speed, dependable service per dollar of price, no other make of motor can compare with Gray—made good since 1906.

Send 25c in stamps or coin for the Gray Book of Boats and the new Instruction Book, both replete with ideas and suggestions for boat buyers and owners. New Bulletin No. 45 and the large Gray Catalogue free on request.

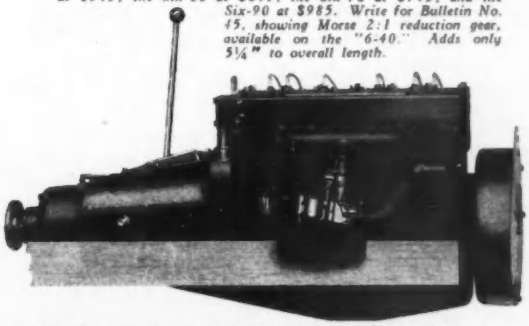
GRAY MARINE MOTOR CO.
680 Canton Avenue



Gray makes five powerful "Fours." The Gray 17-27 (at $265), the 4-30 (at $395) and the 4-50 (at $695) are rugged medium duty engines famous for brute strength and dependability. (Morse 2:1 reduction gear available on the "17-27" and the "4-30" at $65 extra). The Gray "37" (at $299) and the "4-41" (at $475) are light high-speed pressure lubricated engines for light, fast hulls.



Gray makes Five Supreme Sixes: The Gray Six-40; Six-60; Six-72; Six-90 and Big Six 200 H. P. The Gray Six-40 sells at $545; the Six-60 at $645; the Six-72 at $745; and the Six-90 at $985. Write for Bulletin No. 45, showing Morse 2:1 reduction gear, available on the "6-40." Adds only 5¼" to overall length.



The Gray Six-72, showing built-in and enclosed Morse 2½ : 1 Reduction Gear; flame arrester; self-emptying drip-pan. The Built-in Straight-Line Reduction Gear adds only nine inches to the length of the Six-72 or New Gray Eight, 129 H. P.

GRAY MOTORS

Built by Pioneers—Engineers—Leaders

Venus, one of the newest of the Luders 42-foot cabin runabouts, was built for John K. Reckford. A Sterling Dolphin Special drives her 27 m. p. h.

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

A CUSTOM BOAT FROM STOCK PLANS

VENUS, designed and built by the Luders Marine Construction Company for John K. Reckford, President of the American Lead Pencil Company of Hoboken, N. J., is a splendid example of the Luders 42-foot cabin runabout, custom built from standardized plans.

This de luxe craft is all mahogany finish with pleasing contrasting colors of blue upholstery and gray decks. Her power plant is a six-cylinder Sterling Dolphin Special, 5¾-inch bore by 6¾-inch stroke, and rated 290 h.p. at 1950 r.p.m. With this power, Venus has no difficulty in attaining a speed of 27 m.p.h.

While the craft is known as a cabin runabount, it is more than a runabout. It is rather an exceptionally appointed day cruiser with equipment for serving lunches and a luxurious cabin for shelter, and if required she can make, in any ordinary weather that a 42-footer should be out in, a consistent 25 miles.

These well known boats of the same type as Venus make ideal commuters for business men as they are exceedingly comfortable, fast and thoroughly dependable in any weather. In fact, several similar boats are in regular service between New York and Long Island points.

This craft guards against flat tires. Built in Cuxhaven Germany, she is designed to travel on either land or water with power for both furnished by a 40 h. p. engine. In the water steering is effected by turning the front wheels

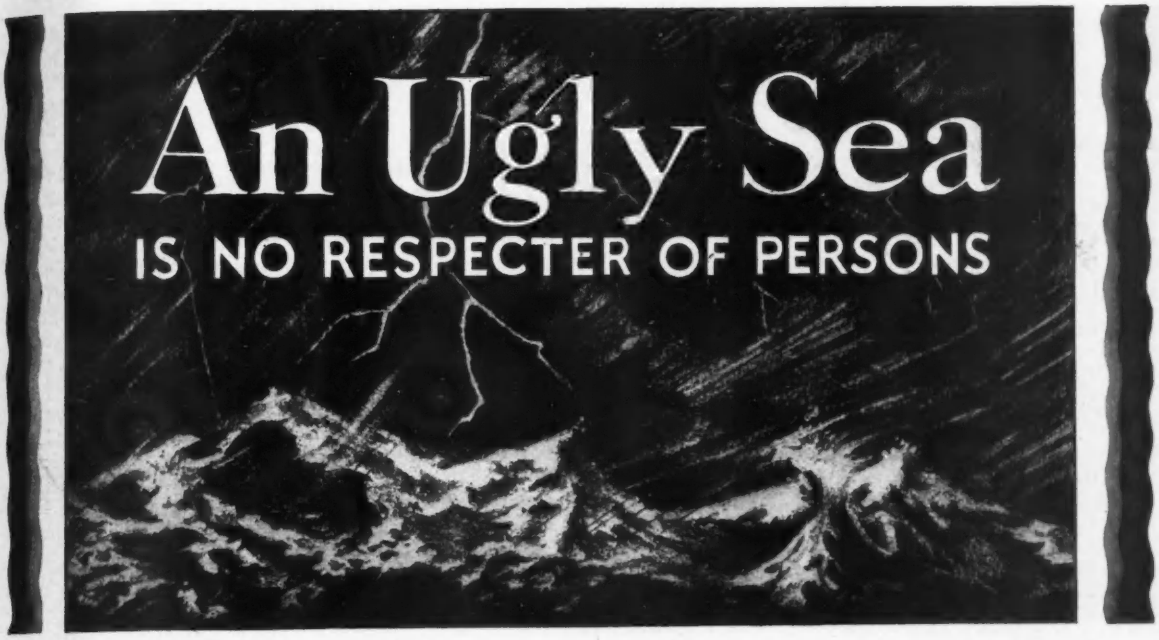
WATERFRONT SURVEY BEARING FRUIT

A vast amount of favorable comment has been received following the recent distribution of the booklet of the National Association of Engine and Boat Manufacturers, Yacht Harbor Survey. Many waterfront municipalities are seriously taking up the task of waterfront improvement in their localities and a complete report of this re-action will shortly be made before their Executive Committee. So many requests have been received for additional copies that a second edition of the booklet is being cared for. It was impossible for the Association to supply the original demands of members, but they hope to be able to care for everyone's needs in a very short time.

1930 NEW YORK NATIONAL MOTOR BOAT SHOW

Leases covering four floors of Grand Central Palace have just been signed by President Henry R. Sutphen of the National Association of Engine and Boat Manufacturers. The 1930 National Motor Boat Show will open on Friday, January 17 and close Saturday, January 25. The show will contain many innovations, chief of which will be means for placing larger and heavier exhibits on the upper floors and arrangements to facil-

(*Continued on page 66*)



perhaps, up to now, you've been lucky, BUT...

EVERY boatsman who is on the water a great deal, sooner or later meets conditions that test the seaworthiness of his craft. Perhaps, up to now, you've been lucky, but a sudden and unexpected storm is no respecter of persons. Some day soon you are liable to find yourself in a dangerous situation where the safety of all on board hinges on the dependability of every fitting on your craft.

Have you checked over your boat lately? Are the port lights and manhole plates water-tight and sound, and the ventilators in good working condition? Remember that all Wilcox-Crittenden fittings are dependable, made by a manufacturer who, through 82 years of experience, realizes the importance that each small item holds in the ultimate seaworthiness of your craft.

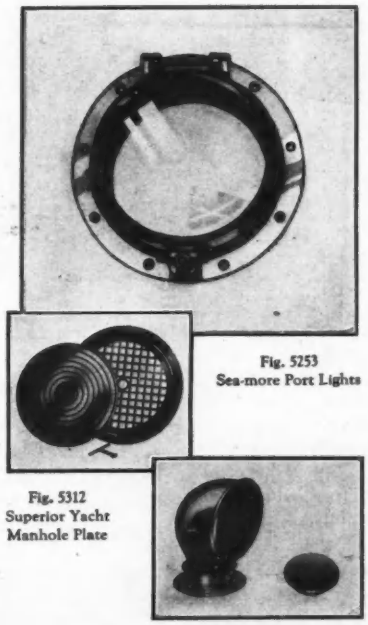


Fig. 5253
Sea-more Port Lights

Fig. 5312
Superior Yacht
Manhole Plate

Fig. 8785
Polished Cast Brass Ventilator
with Cover

And Wilcox-Crittenden has added many new items to the line—items of advanced and improved design that will add comfort, speed and safety to your boat. Write for our Marine Hardware Specialty Booklet or, if you prefer to see W-C fittings at first hand, visit any up-to-date marine hardware dealer.

A book has been prepared to help you keep your craft shipshape. This book, "Sea Craft Suggestions and Supplies," tells about proper ground tackle for mooring or cruising. It describes knots, splices and bends. It tells how to box the compass, etc.—294 pages crammed with authentic information. Simply enclose 25¢ to cover cost of mailing.

Wilcox, Crittenden & Co., Inc.

4 So. Main Street

MIDDLETOWN Established 1847 CONNECTICUT

The 45-foot Dawn cruiser of B. B. Jennings, New York Standard Oil official, is powered with twin Buda model GMF engines. At 1200 r. p. m. she maintains a consistent 12 m. p. h.

itate quicker and easier examination of exhibits by visitors. Space application forms will be ready for mailing early in October.

The 1930 Show will be the silver anniversary exhibition under the auspices of this Association, the first Show having been held in the old Madison Square Garden, 26th to 27th Streets, Madison to Fourth Avenue, in 1905. Full particulars will be available in later official bulletins.

AMONG THOSE SAILING—

According to newspaper reports, the annual summer jaunt of tourists from America to Europe has failed to meet expectations. The French government reports the falling off of travelers to be so great that it is even considering the lifting of the tourist and luxury taxes. At the Dodge Boat Salon on Fifty-second Street, K. M. Smith, who is manager of sales for the Horace E. Dodge Boat Works, was inclined to take these discouraging reports with a grain of salt.

"We are shipping more boats to Europe than we ever did. Of course, this has been the largest season in our history, but for some reason our export business has taken an even greater jump. Here, in the current shipments, are records of Dodge Boats to a number of European ports—the Berengaria alone carried two to London. Of course the shipments to Cannes, on the French Riviera, are natural enough—but here is one that is especially interesting. We are now shipping to Genoa, Italy, the home port of Christopher Columbus.

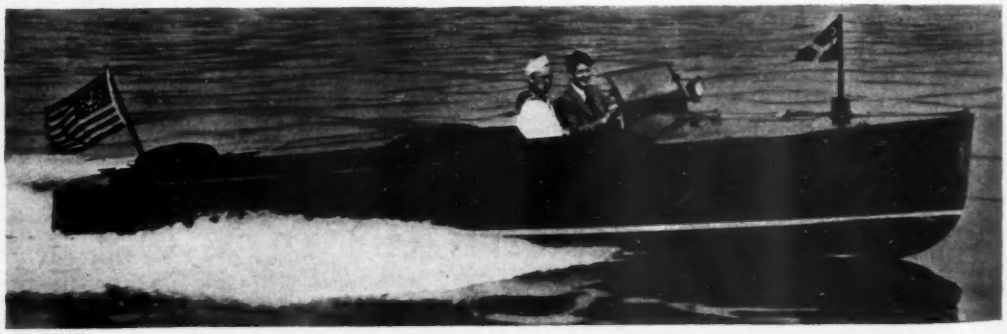
"Our most interesting export shipment?" Mr. Smith said in answer to a query. "By all odds, the most interesting was the last shipment we made to Spain. Your readers will probably know that Santander, Spain, is a great European yachting center. The port is on the northern coast of Spain, about a hundred miles west of the coast of France, and not more than two hundred and fifty miles, almost due south, from the mouth of the Seine. This protected water gives a wide expanse of sailing and boating mileage. Dodge Boats have achieved a good acceptance in this aristocratic boating center.

"We had a rush order, just recently, from Senora Marie Louisa Pelayo, of Santander. Dodge Boats have become a favorite with American women, but this is our first order directly from the feminine enthusiasts of Europe. The order was for one of our twenty-six foot sedans, and it was wanted for the regattas of the current season. The order was received on Friday. The next boat was due to sail on the following Sunday—just two days later. When it sailed, Senora Pelayo's Dodge Sedan-Runabout was aboard."

A 26-foot Dodge sedan runabout on the wharf, ready for shipment to Senora Maria Louisa Pelayo, Spanish sportswoman

The increased export of boats to Europe and South America is indicative of the world-wide interest in motor boat sports.

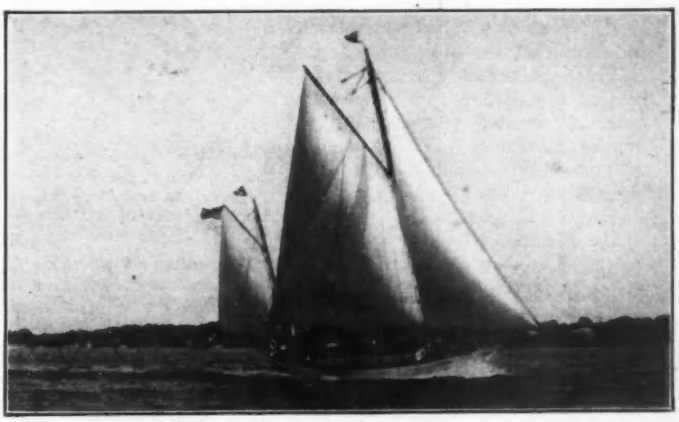
(*Continued on page* 80)



Rudy Vallee, popular radio entertainer, takes his recreation in a Chris-Craft runabout

DREAM SHIPS COME TRUE

Alone, designed for Mr. Harrison H. Boyce, New York City; a 60 ft. over all by 15 ft. beam by 4 ft. draft Winton Diesel powered cruiser. Speed 12 miles an hour with 150 h. p. Built by Chute & Bixby, Huntington, N. Y.



Spindrift, a 37 ft. over all by 10 ft. beam by 5 ft. draft yawl. Designed for Mrs. Emma Meyer, New Bedford, Mass. *Spindrift* was built by Chute & Bixby, Huntington, N. Y.

Rip II, a unique type of fast fishing boat; speed 24 miles an hour with Scripps F 6 125 h. p. engine. Length over all 26ft., breadth 8 ft., draft 2 ft. Designed for Mr. George C. Meyer, Forest Hills, N. Y. Built by Chute & Bixby.

The three yachts illustrated above are representative of the 231 designs which I have created during the last decade. They reflect my 22 years' experience in the building and designing of successful cruising yachts. Send 50 cents for illustrated catalogue of designs.

WILLIAM ATKIN, NAVAL ARCHITECT

HUNTINGTON, N. Y.

WHAT THE NOVICE SHOULD KNOW

(*Continued from page 44*)

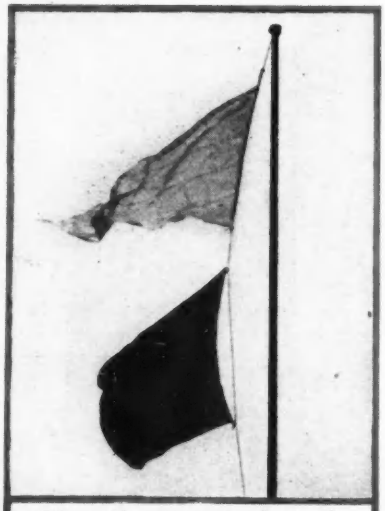
the right of way. She is considered as an overtaking boat to be the burdened vessel until she is entirely free and clear.

A simple way to have a clear understanding of the right of way in all cases that involve crossing courses, except overtaking situations, is to bear in mind that you have the right of way over all boats except those which lie in the zone from dead ahead to two points abaft your starboard beam. That area constitutes what is known as the danger zone and wherever we have a boat approaching our course from that zone, we are the burdened vessel and have to give way.

The whistle signals for overtaking and crossing situations are easily remembered. One blast indicates that the overtaking boat is directing its course to starboard so that it will pass the privileged vessel on its own (the overtaking boat's) port side. The exchange of two blasts would require the overtaking boat to pass on the leading boat's port side.

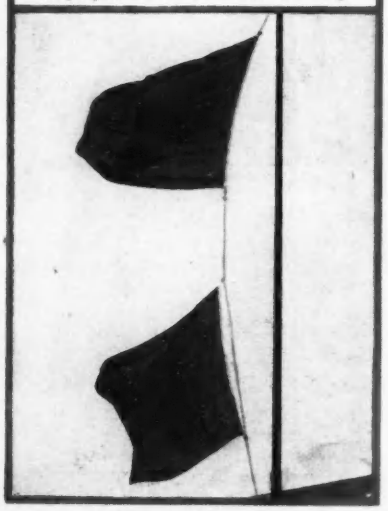
On crossing courses, if we have the right of way as the privileged vessel, and another boat is crossing our bow from port to starboard, the correct procedure is to exchange one blast of the whistle. We hold our course and speed and the burdened boat takes whatever steps may be necessary to keep clear of us. Should the other boat desire to pass across our bow, she would signify her intention by two blasts of the whistle. If this were agreeable to us we would reply with two and slow down while the other boat crossed our bow. If for any reason, we considered such action inadvisable we would sound four short blasts, the danger signal, and stop.

Stating this same problem of crossing courses in another way, putting ourselves in the position of the burdened vessel, we have a situation like this: we may be running along on a certain course when a boat approaches from the danger zone on our starboard bow, and the courses are such that if they are held the boats will collide. We sound one blast and alter our course to pass astern of him, expecting him to hold his course and speed. If he replies with a single blast, we carry out this idea; if he answers with anything but one whistle, we sound four blasts and stop. When the courses are such that we would pass ahead of the other boat entirely free and clear of him with no risk of collision on account of a difference in speed, then there is no necessity for signals of any kind.



The white pennant above the square red and black flag indicates the approach of a storm from the northwest

Two red and black storm flags are displayed as a hurrican warning



While these signals might seem difficult to remember merely as a collection of rules for various situations, there is a simple method by which they may be fixed in mind for all cases of crossing, meeting, and overtaking. Associate with the word *port*, which is a word of one syllable, the signal of *one* whistle; and with *starboard*, a two-syllable word, a *two*-blast signal. Then remember that whenever you want to have a boat pass *on your own port side, one whistle; on your own starboard side, two whistles.*

This rule will hold good at all times with the single exception of the case where a boat is backing. When a boat has sternway, the stern is considered temporarily as the bow and all whistle signals given accordingly. Three short blasts will indicate that a boat's engine is reversing. So the whole proposition boils down practically to this: one blast, I am passing you on my own port side; two blasts, I am passing you on my own starboard side; three blasts, I am going astern, and; four blasts, stop, danger, I do not understand your signals.

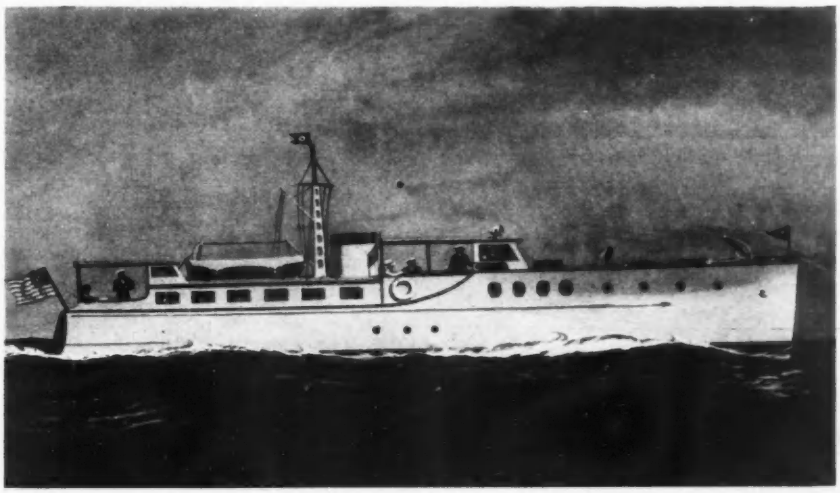
In cases where there may be a conflict between crossing and overtaking situations, the overtaking rule is always to be applied, so that a vessel which has approached the course of another from any direction more than two points abaft the beam is considered the burdened vessel even though she may have the other on her port hand and has come up alongside the leading boat.

A vessel which is leaving a slip is required to sound one long blast, not as a passing signal, but merely as a warning. The rules do not apply to her until she is entirely clear of the slip, and then the usual signals are given.

Boats meeting at a bend in a winding channel present a variation of the head-on situation. In such cases they are not considered to be on crossing courses, as might perhaps be expected. Each boat is required to keep as far as practicable to the starboard side of the channel and blow one prolonged blast as the bend is approached, to serve as a warning signal. If conditions are bad enough to make it hazardous for both boats to round the bend at the same time, the one which is stemming the current, being under better control, should wait and allow the other to go through with the current.

Under the Pilot Rules, fishing vessels are entitled to special privileges. When they are under way, the rules which govern them are identical with those for

(*Continued on page 70*)



Presenting the

60 DESTROYER

a worthy addition to

HUMPHREYS SEA-CRUISER SQUADRON

THE Humphreys custom-built, sea-cruiser squadron strikes a new chord in marine style and comfort afloat. For instance, the latest squadron member, the 60 Destroyer, is replete with refreshing beauty, blended with military smartness radiating an atmosphere of dominance which is rightfully hers.

For the owner and guests, the 60 Destroyer offers beautifully decorated and comfortably furnished accommodations, complete in every detail, — one double and two single staterooms, with showers and other modern toilet facilities; capacious dining saloon; a large deck house and a sheltered after cockpit. The full width galley is fitted with every modern convenience for cooking and refrigeration.

While designed for long distance cruising with a 300 H.P. Treiber Diesel power plant, giving a cruising speed of 17-18 miles per hour, the 60 Destroyer is also available with two gasoline engines producing 20-22 miles per hour.

DIMENSIONS
OF
60 DESTROYER

LENGTH - - 60 Feet
BEAM - - - - 13 Feet
DRAFT - - 3 Feet 6 In.

Prices, Specifications and Equipment List of all Humphreys Sea-Cruisers — from 40 to 70 feet — mailed promptly on request.

Designed and Sold by

FREDERIC P. HUMPHREYS INC.

230 Park Avenue — **New York City**

Cable Address: HUMPFRED

Built by

THE HUMPHREYS SHIPBUILDING CORPORATION, KEYPORT, N. J.

NAVAL ARCHITECTS AND YACHT BROKERS

WILLIAM ATKIN
NAVAL ARCHITECT
THE MIZZEN TOP, HUNTINGTON, N. Y.
Send 50 cents for illustrated list of stock plans

FLORIDA SERVICE
If you have a boat in Florida waters that you want sold, insured, surveyed, or cared for in any way; or if you wish to purchase one; I can serve you. Over fifteen years' experience as a Naval Architect, Shipbuilder and Inspector. My list of all classes of boats for sale and charter is very extensive.
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NAVAL ARCHITECT
4239 St. Charles Avenue, New Orleans, Louisiana
Sail and power yachts. Houseboats and commercial vessels. Surveys made in all Gulf Ports.
I have a large number of yachts of every description for sale, and some for charter. Stability and free board calculations. Cable address: "Walkeen."

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11 EAST 44th STREET NEW YORK

NEW YACHT PIER FOR ST. AUGUSTINE

Word has been received of the approval by the War Department at Washington of the project to erect a yacht pier at St. Augustine, Florida, south of the bridge of Lions. This project has been under discussion for some time and the city commission, after a study of the plans and specifications submitted by City Manager W. N. McDonald, decided to secure Federal permission to proceed with the work. The necessary funds for this project have been included in the budget and it is expected that work on the pier will get underway soon so that it will be available for the use of the many yacht visitors to St. Augustine during the coming winter.

BIG YEAR FOR BRUNS KIMBALL

Bruns Kimball & Company, New York representatives of the Matthews Company of Port Clinton, Ohio, have completed negotiations for seventy-four of the new series Matthews 38 and 46 stock cruisers. They tried to get the builders to accept an order for 100 of these boats but the builders were unable to promise delivery on so many. This order makes a total of $1,000,000 worth of boats placed with the Matthews Company by Bruns Kimball within a fiscal year, to September 30. In addition orders have been placed for 100 Richardson cruisers, valued at approximately $400,000, during the same period. A quarter of a million dollars worth of Hacker runabouts have also been ordered, to say nothing of large quantities of Kermath and Sterling marine engines. This firm has found that the distribution of well chosen lines of boats and engines can be carried on without limit if the proper display room and organization for sales and service is available. So far they have been limited only by the amount of equipment which could be obtained from the factories. They have been able to sell all of the boats which the several factories were able to supply.

What the Novice Should Know

(*Continued from page 68*)

every other type of motor boat or steam vessel. When they are engaged in fishing, however, other vessels are obliged to give them a wide berth so as not to interfere with them in any manner. They are prevented, however, from carrying on their fishing activities in channels and fairways where their operations would obstruct navigation.

Row boats also have special provisions. Due to the fact that they are more readily maneuvered than the larger craft, they are required to keep out of the way of other boats where a few a few strokes of the oars are sufficient to put them out of a vessel's course. On the other hand, if they should be unmanageable from any cause, motor boats are obliged to keep clear of them.

Tow boats have no special privileges under the Rules. On the contrary, due to their unwieldiness, they are required to exercise extra caution in order to comply with all the rules to which boats without tows are subject. In the eyes of the law, the towboat and its tow are regarded as a single vessel.

Strictly speaking, there is no special ruling which gives Government vessels right of way over ordinary craft, but as a matter of courtesy and good judgment, it is always well to give way to naval and Coast Guard vessels, police boats, fire boats, and so on, particularly when they are engaged in the pursuit of their duties.

Up to this point we have been discussing only the rules as they apply to motor boats and steam vessels, which are propelled by machinery. Now we shall consider those boats which are driven either by sail alone or by sail and motor power. The most important thing to keep in mind in this connection is the fact that sail boats, when driven by sail alone, have the right of way over motor boats at all times, and there is no necessity for whistle signals of any kind as the responsibility for keeping out of collision rests entirely on the motor or steam vessel. The only exception to this is the case where a sailing vessel is overtaking a motor craft, when the obligation rests upon the sailing vessel to keep clear.

This in itself is simple enough, but when the sailing vessel is running under power of both engine and sails, our problem becomes more involved. The law has very definitely established the fact that any vessel under 65 feet in length, with the exception of steam tugs propelled wholly or in part by machinery shall be classified as a motor vessel. But then it goes on to state that a vessel under both sail and engine power is to be classed as a motor vessel in the day time and as a sailing vessel at night.

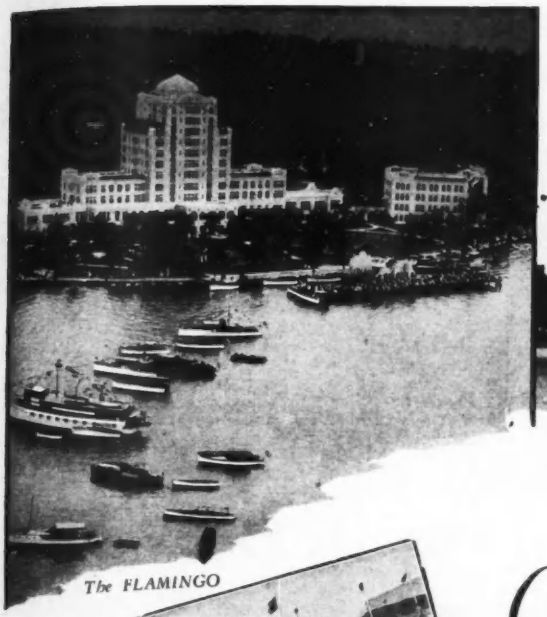
Now very often it is virtually impossible even in daylight at close range to tell whether an auxiliary is being helped along by engine power. Steam vessels of more than 65-foot length carry a black ball or shape as a distinguishing day mark, prominently displayed, to indicate that they are proceeding under sail alone, but smaller craft have no such mark of identification. The natural conclusion, then, would be to assume that a vessel of doubtful status was under sail alone, and give way to her. But suppose that boat happened to be crossing our bow obliquely from our port side to starboard. In giving way to her as a sailing vessel, we would have to direct our course to port to pass on the starboard side. At the same time her skipper, knowing that his engine was running, would naturally realize that as a motor vessel he would have to keep clear of us. Under such conditions a crash would be almost inevitable and the only reasonable solution in situations of this sort is for boats which are proceeding under both sail and engine power to be sufficiently prompt with their whistle signals to dispel any possibility of doubt.

At night or in a fog the situation is reversed. The auxiliary under both sail and engine power now becomes a sailing craft and as such she is the privileged vessel. At night she carries only the red and green side lights proper for sailing craft, with no white light ahead or astern, but she must be prepared to show a temporary white light if approached from astern by another vessel. Whistle signals should not be given and she must exercise every caution to prevent another craft from mistaking her as a motor boat.

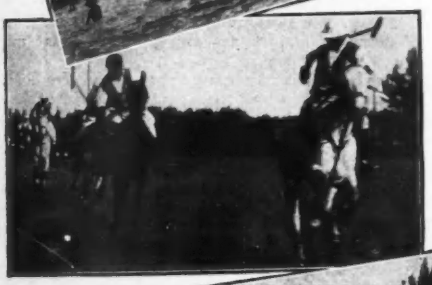
While we are not directly concerned here with the rules governing right of way between sail boats, a few words on the subject may be in order, so that the motor boat pilot will be in a better position to handle his boat in a crowded place when sail boats are being maneuvered. Briefly, where two sailboats are tacking with the wind on opposite sides, the one which is on the port tack must keep clear of the one on the starboard tack. When running free, with the wind on opposite sides, the boat that has the wind on her port side shall keep out of the way of the one with the wind on the starboard side. In

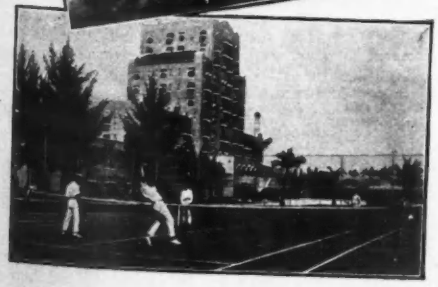
(*Continued on page 72*)

Advertising index will be found on 3rd last page



The FLAMINGO





Come to
MIAMI BEACH
America's Winter Playground

COME this winter to Miami Beach, the world's most famed resort in the semi-tropics of Florida, and enjoy summertime sports in the outdoors where it's June in January.

Here every moment of the day is aglow with life, and the call of play is irresistible.

Boating — Bathing — Fishing
Golf — Polo — Tennis
Motoring — Horse Racing

For further particulars and hotel accommodations address:

THE CARL G. FISHER HOTELS

Flamingo — Nautilus — Boulevard
Lincoln — King Cole

MIAMI BEACH, FLORIDA

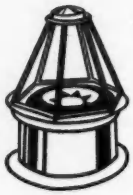
The Great Southern Regatta combined with the International Races will be held on Biscayne Bay at Miami Beach March 25 and 26, 1930. Be sure to see these races. Among the important events is the contest for the Miami Beach Trophy, representative of the International Free-for-All Championship.

Palm Beach

or Miami

HOPKINS - CARTER

is at the service of boatmen



Florida bound yachtsmen and skippers may depend on a complete supply service at the Hopkins-Carter stores. Here the boatmens' language is spoken and understood; a thousand items for the boating trade are always in stock. In Palm Beach and Miami, Hopkins-Carter await the opportunity of serving captains and commodores -- Diesels or dories.

THE HOPKINS - CARTER HARDWARE COMPANY

Marine Supplies

MIAMI
139 South Miami Avenue

W. PALM BEACH
North Flagler Drive at Second Street

What the Novice Should Know

(*Continued from page 70*)

cases where the boats are on parellel courses with the wind on the same side, the windward vessel keeps out of the way of the leeward boat. A vessel close-hauled has the right of way over one which is running free.

Now we have mentioned that whistle signals for motor boats are to be exchanged only when the boats are in clear sight of each other. We have also spoken of the necessity for carrying a fog horn on boats of Class II and Class III. But, strange as it may seem, the fog horn is not to be used in a fog. When underway in fog, heavy rain, or snow, where visibility is obscured, the law requires us to sound one prolonged blast on the whistle at intervals of not more than one minute. This applies to inland waters, while the signal on the high seas consists of one long blast at two-minute intervals. On the Great Lakes, the fog signal is three blasts in rapid succession at one minute intervals.

Great caution should be exercised when running in a fog. Speed should be reduced in proportion to the range of visibility, the fog signal given at regular intervals, and when a vessel is known to be in the vicinity, a minimum of headway should be held while the boats are passing. When the boats are actually in clear sight of each other and there can be no doubt as to the course and intention of each, it is permissible to give the passing whistle signals, but not otherwise. When it is necessary to anchor in a fairway where there is the possibility of other boats passing, a bell is to be rung rapidly for about five seconds at periods of not more than one minute. The same signal holds good for boats which are lying aground.

Sail boats do not carry whistles, and give their fog signals on the fog horn. One blast at one-minute intervals indicates that they are on the starboard tack, two blasts on the port tack, and three blasts when the wind is abaft the beam.

The only occasion when the use of a fog horn is allowable on a motor boat is in time of distress, when it should be sounded continuously. Other distress signals in the day time are the firing of a run or other explosive signal at one minute intervals, the international code signal NC, the display of a square flag above or below a ball or similar shape, and the national ensign, hoisted upside down. At night the gun or explosive signal and the fog horn are effective as well as the display of flames, or rockets and shells at frequent intervals.

In case of collision, it is the duty of every person in charge of a boat to stand by and render any assistance that may be possible to the master, crew and passengers of the other vessel until it is evident that nothing further can be done. If requested, the name of the boat and port from which she hails must be given the master of the other boat.

While we are on the subject of signals, we might mention a few of the storm and weather signals displayed by certain stations along the coast, such as lighthouses and Coast Guard Stations, to give warning of approaching storms and changes in the weather. The storm signal is a square red flag with a black square in the center. This is never used alone but is always displayed in conjunction with a triangular pennant, either red or white, or with another red and black square flag. The red pennant is an indication of easterly winds, and if hoisted above the storm signal, the blow is expected from the northeast quadrant; below the storm flag, southeast. A white pennant with the square red and black flag indicates that the storm is expected from the westerly quadrant; above the storm signal, northwest, and below it, southwest. A square yellow flag with white square center is a precautionary signal, while two red and black storm signals displayed together indicate a hurricane or storm of unusual violence. By night a red light is used to indicate easterly winds and white above red, westerly.

There are four or five flags used for general weather signals. A square white flag indicates fair weather, square blue rain or snow, and a square flag upper half white and lower half blue is used to foretell local rains or showers. A black triangular flag refers to temperature. When hoisted above any of the three flags just mentioned, the indication is warmer weather, and when shown below it denotes colder weather. If the black pennant is not displayed, the indications are that the temperature will remain fairly constant. A square white flag with square black center, used instead of the black pennant, is used for sudden and decided drops in temperature.

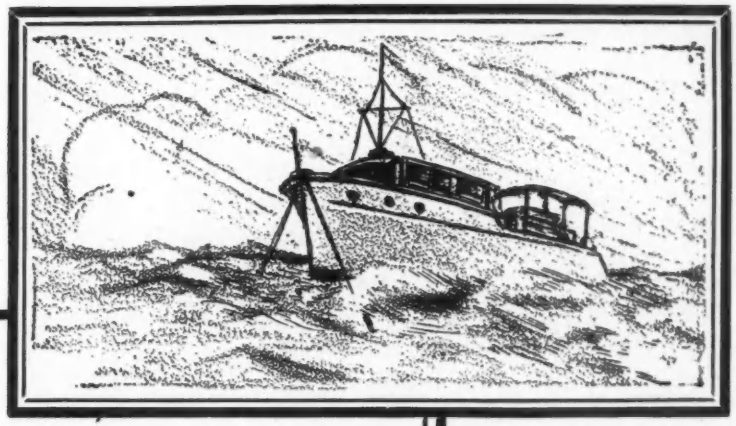
In displaying these weather signals and storm warnings along the coast, the Government is rendering a very valuable service to small boats and their importance should not be depreciated. A little regard for them when cruising alongshore will often save a dangerous run in open water.

In the next article we shall take up the discussion of governmental aids to navigation, such as buoys, lighthouses, lightvessels, and so forth; what they mean to the boatman, and how they are used.

(*To be continued*)

Advertising index will be found on 3rd last page

'Tho stormy winds may blow you need not fear for your boat if it is equipped with an Oberdorfer Automatic Electric Bilge Pump.



Patents Applied For.

The Master Automatic Bilge Pump. In 6, 12 and 32 volt units.

Modern Pumps for Modern Boats

GOOD pumps are a very important part of your boat's equipment. When an emergency arises a good bilge pump may mean the difference between your boat floating or sinking—perhaps even life or death to yourself and your passengers.

In the complete line of Oberdorfer Pumps there are many excellent types of bilge pumps — automatic electric, hand and motor driven gear and centrifugal pumps.

Oberdorfer Bronze Gear Circulating Pumps play a large part in insuring the smooth functioning of your motor. Made of non-corrosive bronze, they have established remarkable records of endurance and efficiency. Available in types, forms and sizes for every make or model of Marine Motor. Don't handicap your motor with a faulty or worn-out pump. You can get quick replacements from any good marine supply dealer.

Send for complete information on Oberdorfer Pumps

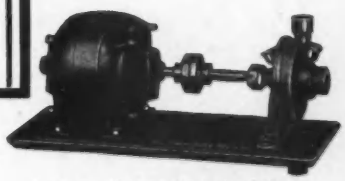
M. L. OBERDORFER BRASS CO.
2200 Thompson Rd., Syracuse, N. Y.
Makers of Pumps since 1875

Hand Bilge Pump

Type A—Form X—Code AXE

Improved Model B Automatic Bilge Pump. In 6 and 12 volt units. Patents applied for.

Motor Driven Gear Pump



Motor Driven Centrifugal Pump No. 4-G

Oberdorfer Pumps

For Sale . . . this luxurious Cruiser

For Northern or Southern Use

HERE is an opportunity for some discerning yachtsman to enjoy *immediately* the thrill of owning a swift, roomy and beautiful craft.

The "NIORD" illustrated above, is a 66-foot Consolidated Day Cruiser, Two 170 h. p. Consolidated built Speedway Engines provide quiet, effortless power and a speed of approximately 22 miles an hour.

This splendid boat is magnificently equipped throughout. Has a spacious enclosed deck house, salon, comfortable sleeping quarters and toilet facilities. There is also a good sized galley and abundant locker space both forward and aft.

Do not fail to write or wire for further particulars. Arrangement may be made for inspection and running demonstration.

CONSOLIDATED SHIPBUILDING CORPORATION
Morris Heights New York

Sedgwick 7800

CONSOLIDATED CRUISERS

Galilee—A Double Ended Skiff

(*Continued from page* 53)

Figure 2 a 14 inch auto type wheel is mounted on a 3-4 inch shaft which turns in two floor flanges, one of these being on the floor and the other on the support projecting from the seat. A locust drum 5 inches in diameter pinned to the shaft with two 5-16-inch diameter pins takes the tiller lines which lead from the wooden tiller through deck leads and thence forward. This forms a most comfortable steerer and somehow fits Galilee better than a slanting wheel after the manner of the automobile. Details of the rudder and method of hanging it are shown in the sketch Figure 1.

The water tight bulkheads can be made from 5-16-inch thick plywood of good quality; if this is well painted it will last exceptionally well. I feel very safe in insisting on water tight bulkheads on any open boat that will be used on open water; also am a stickler for life preservers and fire extinguishers. It may be smart to get away without proper equipment of this kind, but it is most foolish.

The engine beds need not extend for a great length; better to build in well fitted cross members spreading out into the bilges as far as possible and then run the fore and aft members for the length of the engine base only. Fastened well this makes a perfect bed. A strip of cork 5/8 inches thick between the base and the wooden bed will absorb a lot of vibration and is

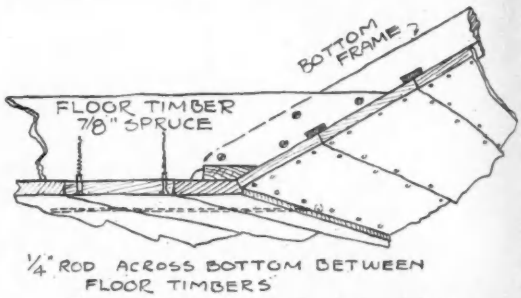


Figure 7. Section of the flat keel and bottom planking

worth having.

The gasoline tank will go under the deck abaft the engine and holds approximately 25 gallons which should be sufficient capacity with the size motor specified.

Drawings to a scale of 3/4 inch to the foot are available for Galilee and may be had at moderate cost by writing the Editor MoToR Boating, 959 Eighth Avenue, New York, N. Y. Useful books for amateur builders are also published and a circular describing these will be sent on request.

PHILIPPINE MAHOGANY IMPORTS INCREASE

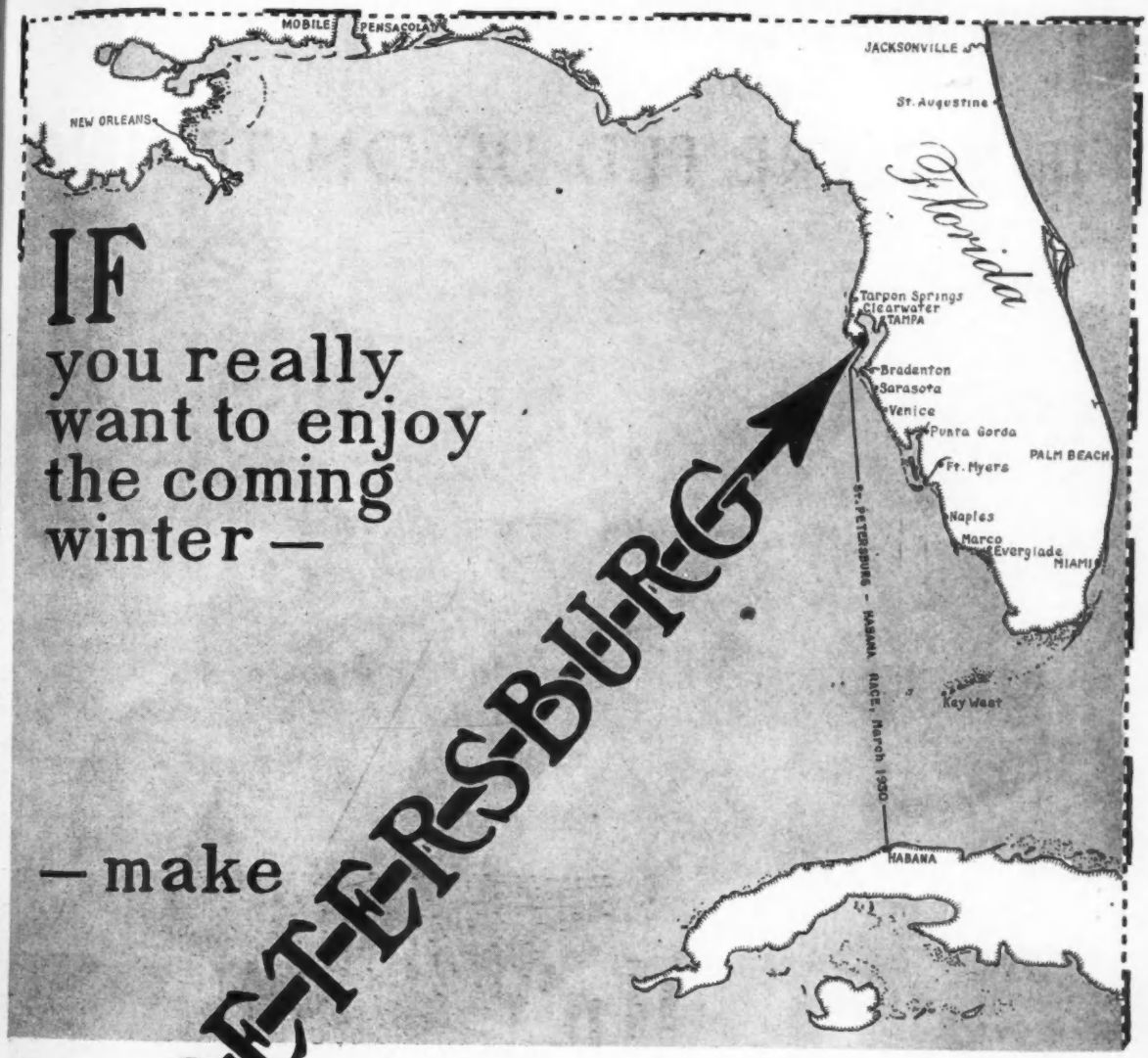
Figures given out by the Philippine Mahogany Association of New York City relative to the importation of Philippine mahogany and other hard woods during the second quarter of 1929, indicate that the quantity of Philippine lumber annually imported into this country is steadily increasing. A large percentage of this material of course is intended for use in the construction of fine water craft.

The total receipts during the second quarters of 1929, that is, during the months of April, May and June amounted to 11,190,728 board feet, exclusive of 2,584,529 superficial feet of ply-wood. The figures for the average monthly receipts indicate that the importation has increased approximately fifty percent for one average month of the second quarter as compared with a similar period for the first quarter. The average monthly receipts also show a gain of about twenty-four percent over those for the previous year.

By far the largest part of the imported wood consists of dark red and light red Philippine mahogany, with a small percentage made up of half a dozen different varieties which are not commonly known. It is of interest to note that 8,730,979 feet of this material entered this country through Pacific coast ports and the balance representing about twenty percent of the total which consisted only of the dark and light mahoganies, came through Atlantic coast ports. All the lesser known kinds were entered on the Pacific coast.

This steady increase in importations of this most popular of boat building woods may very well be taken as an index of the expansion of the boat building industry in the United States

Advertising index will be found on 3rd last page



IF you really want to enjoy the coming winter — — make ST-PE-TE-RS-BU-RG your winter homeport!

The only Florida resort city on a large body of deep, landlocked water. Three clean yacht harbors and attractive home of a real yacht club, right in the heart o' town. Sunshine 360 days a year! Explore the many interesting harbors of the Florida Gulf Coast!

Attend the Festival of States and sail in the St. Petersburg-Habana Race and motor Squadron cruise. 'Twill be a grand seagoin' party!

Y. D. Donderick, Chamber of Commerce, St. Petersburg, Fla.

Please send me information about yachting conditions and facilities on Tampa Bay and details of the St. Petersburg-Habana Sailing Race and motor squadron cruise.

Name.....

Address.....

IF YOU'RE FED UP ON TRYING

One of the outstanding members of the Universal line. Six cylinders, 3½ x 4½, 75 Horsepower—or 85 for those who want higher speed. Extremely light weight. Compact. Ready accessibility of working parts. Available either for direct drive, or with the Universal silent, built-in reduction drive in ratios of 2¼ to 1 and 1¾ to 1. True right-hand and true left-hand motors can be furnished without extra cost for twin installations.

UNIVERSAL

ALL MOTORS WITH BOTH

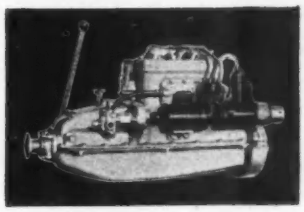
Advertising index will be found on 3rd last page

TO GET A CRANKSHAFT OUT OF A HANDHOLE . . . . . .

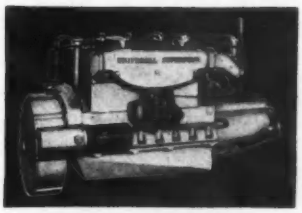
You'll appreciate Universal accessibility

The designers of Universal motors know that you can't remove bulkheads, decks and bilges to work on a motor. Hence one of the distinguishing features of Universals as *marine* motors is their accessibility. Cylinder heads are separate from cylinder blocks. Blocks separate from crank cases. Crank cases separate from oil bases, but integral with top halves of flywheel and reverse gear housings. Inspection plate facilities to water-jackets and valve mechanism. Universals are easy to take down in tight places. But they are so amply studded that they are absolutely water tight, oil-tight and compression-tight. Accessibility accounts for considerable of Universal's popularity among owner-engineers.

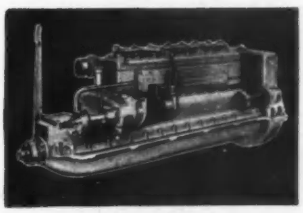
Single Cylinder—6-8 H. P.



Flexifour—10-15 H. P.



Super-four—35-50 H. P.



Eight—110 H. P.

UNIVERSAL MOTOR COMPANY

NOT CONNECTED WITH ANY OTHER FIRM USING THE NAME "UNIVERSAL"

Dept. MBG-10 - - - - - - Oshkosh, Wisconsin

New York Showroom: 44 Warren Street

London Showroom: 22 George Street, Hanover Square West

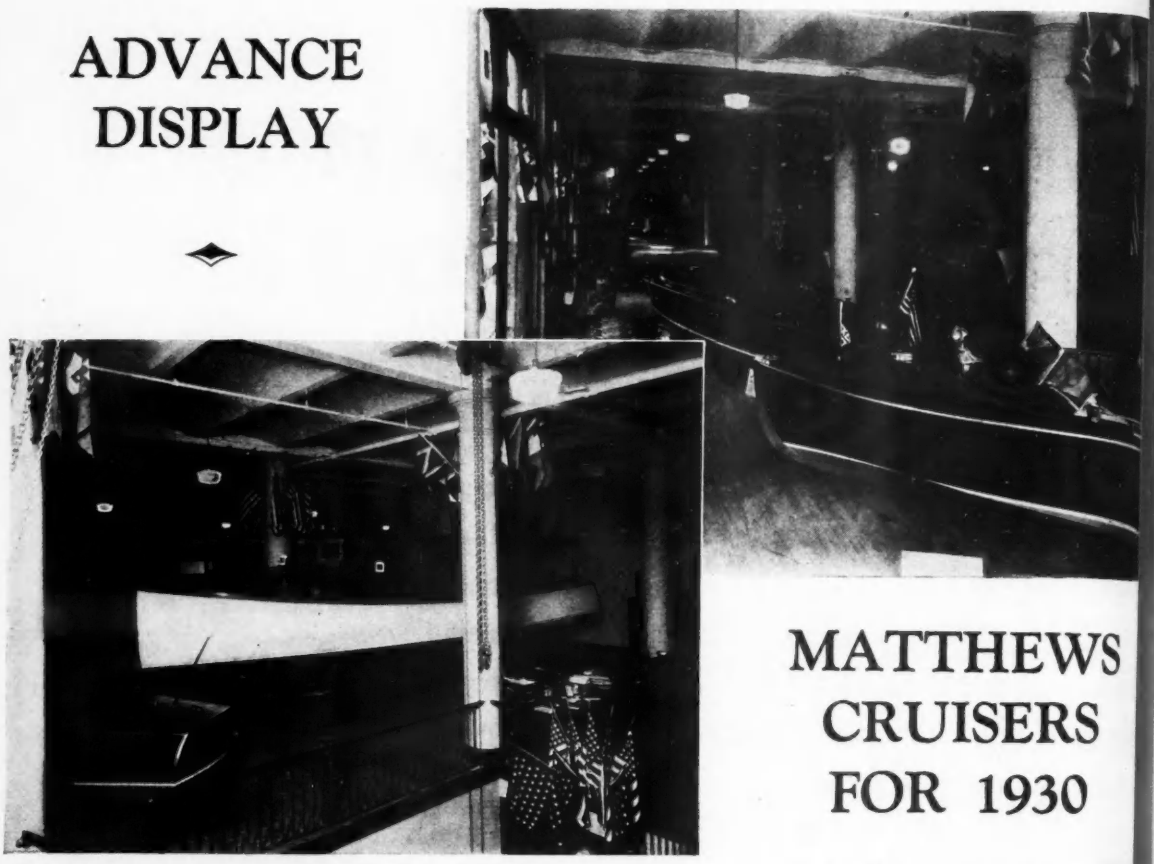
And more than 500 dealers and distributors located in all parts of the world

Send for our new catalogs

marine MOTORS

DIRECT AND REDUCTION DRIVE

ADVANCE DISPLAY



New Matthews Cruisers for 1930 are an outstanding feature of the Bruns-Kimball Show Rooms, 5th Avenue and 15th Street, New York City—the world's largest marine display.

MATTHEWS CRUISERS FOR 1930

A special pre-showing in advance of the 1930 New York Boat Show

If your appetite has been whetted by the preliminary announcement of the new Matthews Cruisers for 1930, you need not delay in seeing these new models and examining their many refinements to your heart's content. Bruns-Kimball & Company are now prepared with an advance display of the new Matthews Cruisers in their magnificent show rooms, where you can see and examine six different models of the 1930 Matthews Family including the distinctly new and utterly different Matthews "46" Double-Cabin Sport Cruiser—a boat whose unusual character must be apparent on the most cursory examination. . . . And, apart from the Matthews display, there is a fascinating interest in the famed Bruns-Kimball marine display including cruisers, runabouts, marine engines equipment and accessories—a display so complete in its nature—so beautifully housed on Fifth Avenue—the show street of the world—as to elicit your utmost interest and admiration. . . .

DROP IN—INSPECT THESE OUTSTANDING BOATS—PLACE YOUR ORDER NOW FOR PROMPT DELIVERY TO FLORIDA WATERS

To the cruiser-minded yachtsman who may not be in the environs of New York, we may say that coincident with the Bruns-Kimball display, the new Matthews Cruisers for 1930 are also being shown by other Matthews Sales and Service representatives from coast to coast, thus offering every section an opportunity of immediate inspection of the premier Matthews Cruisers of all time.

Advertising index will be found on 3rd last page

Matthews "46" Double-Cabin Sport Cruiser, with most unusual accommodations and otherwise a play-boat arrangement—capable, with special engine installations, of speeds over 30 miles per hour.

SUPREME NEW MODELS IN MATTHEWS STOCK CRUISERS

FEATURING THE NEW MATTHEWS DOUBLE-CABIN SPORT CRUISER

10 Models—24 Arrangements
New Refinements
New Improvements
and still greater values than ever

Heedful of the extraordinary interest in Matthews Stock Cruisers which this year has reached a new peak, Matthews has greatly broadened the line and widened the field of selection by developing its new 1930 Stock Cruisers in 10 models and 24 different arrangement plans. The proven popularity of the "Famous Family Matthews 38" amply justifies the decision to include these same favored models in the Matthews "46." If despite your inclination for a Matthews "38" you have withheld interest on account of size, your desire for a Matthews Cruiser may now be gratified in a luxurious Matthews "46." And—whether in a "46" or the ever-acceptable "38," you will find your ideas of cruiser comfort—convenience—safety—speed—more than ever realized. . . . In view of the fact that your choice of a Matthews Stock Cruiser now embraces the Double-Cabin Cruiser (open or enclosed bridge)—the Day Cruiser — the Single-Cabin Cruiser — the Sport Cruiser — and the wonderful Double-Cabin Sport Cruiser — and when you remember that these models are available both in the "38" and the "46," with many variations of arrangement — it is the literal truth—more than ever before—that "there is a Matthews Stock Cruiser for every cruising requirement." . . . See these new boats now on display—or write for literature.

THE MATTHEWS COMPANY, PORT CLINTON, OHIO

Designers and Builders of Boats of Distinction—Since 1890

"38" Matthews

SALES AND SERVICE—Belle Isle Boat and Engine Co., 8777 E. Jefferson Ave., Detroit, Mich. — Boardman & Flower, 1740 Van Ness Ave., San Francisco. — Bruns-Kimball & Co., Cor. 5th Ave. and 15th St., New York City. — Wm. V. Masson, 421 Munsey Bldg., Baltimore, Md. — Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston. — Lake Erie Yacht Brokerage Corp., 1365 West 117th St., Cleveland. — Mississippi Valley Yacht Sales, Times Bldg., Alton, Ill. — R. Sealy, Commerce Bldg., Galveston, Texas. — Robert V. Staats, Inc., 675 So. Park View, Los Angeles. — J. A. Scarlett, 436 East 2nd St., Cincinnati, Ohio.

MATTHEWS "46"

Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

A "SEASON OF SUCCESS" for the "WARRIOR"

A Six Cylinder Marine Motor

30-50 H.P.

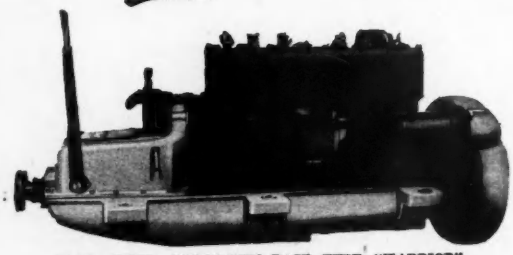
in the Price Range of a Good Four

No other motor in Red Wing's 28 years of successful motor building history has created such a widespread sensation, in such a short time. Those who have seen the "Warrior" in action are sending in their orders by mail and telegraph for the earliest possible deliveries and reports of unexcelled performance are constantly coming in from all directions.

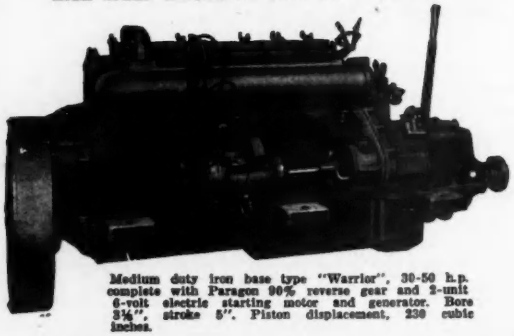
This remarkable six-cylinder marine motor is scoring a sensational nation-wide success because it provides everything you want in a fine, sturdy power plant—yet it actually sells in the price range of a good four.

$495.00

With Electric Starter



HIGH SPEED ALLUMINUM BASE TYPE "WARRIOR"



Medium duty iron base type "Warrior", 30-50 h.p. complete with Paragon 90% reverse gear and 2-unit 6-volt electric starting motor and generator. Bore 3½", stroke 5". Piston displacement, 230 cubic inches.

Send for complete catalog showing Eighteen Thorobred sizes—4 to 150 h.p.

Medium, heavy duty and high speed models in 1, 2, 4 and 6 cylinders. A type for every kind of boat.

RED WING MOTOR CO.

RED WING, MINN., U. S. A.

EASTERN DISTRIBUTORS:

W. H. Mercius Corp., 1043 Commonwealth Ave., Boston
W. E. Geckeisen Mfg. Co., 631 Arch St., Philadelphia.
Warrior, Eddy Co., 201 East 12th St., New York City.
F. B. Eisenbrandt, Foot of Light St., Baltimore, Md.
L. L. Tripp, Foot of 7th St., Watervliet, N. Y.

Yard and Shop

(*Continued from page 66*)

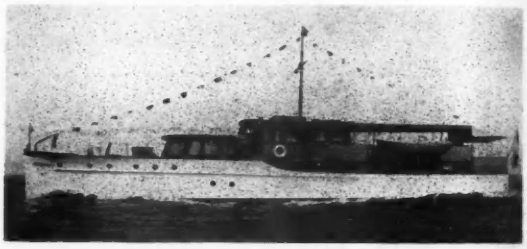
DEFOE LAUNCHES ROBARK

A new Diesel yacht for K. T. Keller of the Chrysler Motor Corporation, Detroit, Michigan, designed especially for service on the Great Lakes was launched recently at the yards of the Defoe Boat and Motor Works, Bay City, Michigan. Robark is the name of the new vessel and she was designed by John H. Wells, Inc. of New York City.

Interesting improvements in design, general layout and power installation have been embodied in Robark's construction, which no doubt will arouse considerable interest among Great Lakes yachtsmen. Her power plant consists of a pair of model 6-140 new type airless injection, Winton-Diesel motors of 7-inch bore and 8½-inch stroke, rated at 150 horsepower each. Current for lighting is supplied by a 7½ Kilowatt Winton six-cylinder generator set with 110-volt batteries.

The installation of this modern compact Diesel power plant contributes greatly to the seaworthiness and exceptional cruising ability, besides permitting the designer to provide a degree of comfort in her accommodations unlooked for in a boat of this size.

Designed to meet the particularly rough weather conditions frequently encountered on the Great Lakes, Robark's construction has been made unusually heavy. The hull is double-planked edge-grained fir, over a relatively heavy frame structure. She has good freeboard and in appearance is of the plumb bow and transom stern type of design.



K. T. Keller's Robark, an 82-foot yacht designed by John H. Wells for Great Lakes Service, is powered with a pair of 150 h.p. Winton Diesels

NEW LOCKING NUT PERFECTED

Kraberhall, Inc., of Philadelphia, Pennsylvania, are the manufacturers of a new type of locking nut which departs in principle from the locknuts, lock washers, and castellated nuts in general use. In construction the Pin-Nut, as it is called, is very simple. Three grooves are cut through the nut at different points tangent to the threads and when the nut has been set up to the desired position, the pin is driven into the groove between the threads of the nut and bolt, which effectually prevents it from changing its position. One of the great advantages of the new nut is the fact that no relative position between nut and bolt is required to lock it. Then again it will fit any kind of a bolt regardless of size, and in applying the nut a great deal of time is saved inasmuch as it is unnecessary to waste time searching for a hole as is the case when cotter pins are used. It cannot be jarred loose or fall off and remains where it is put on the bolt either at full tension or in a position which will allow a certain amount of play.

MONEL STOCKED IN NEW YORK

The Whitehead Metal Products Company has announced the appointment of Topping Brothers to carry the New York stock of Monel Metal Marine Shafting to serve the territory from Stamford, Connecticut, to Atlantic City, including Long Island and Hudson Valley. Monel is the metal which has been developed by the International Nickel Company as a superior product for use in propeller shafting and for all sorts of bright work where a durable, non-corrosive metal is required.

Topping Brothers' initial stock is a big one, being made up of approximately six thousand pounds of Monel shafting, carried in 14 and 16-foot lengths ranging in diameters all the way from three-quarters of an inch to two inches.

Manufacturers of standardized boats have been quick to recognize the superior qualities of Monel and is used as standard equipment on such boats as Banfield Sea Skiffs, Chris-Craft, Hackercraft, Elco Cruisers, Dodge Watercars, Belle Isle Bearcats, Sea Lion Runabouts, Wheeler Playmates, Robinson Seagull Cruisers and Hadley Hydroplanes.

(*Continued on page 104*)

Advertising index will be found on 3rd last page

ELCO *Boating*

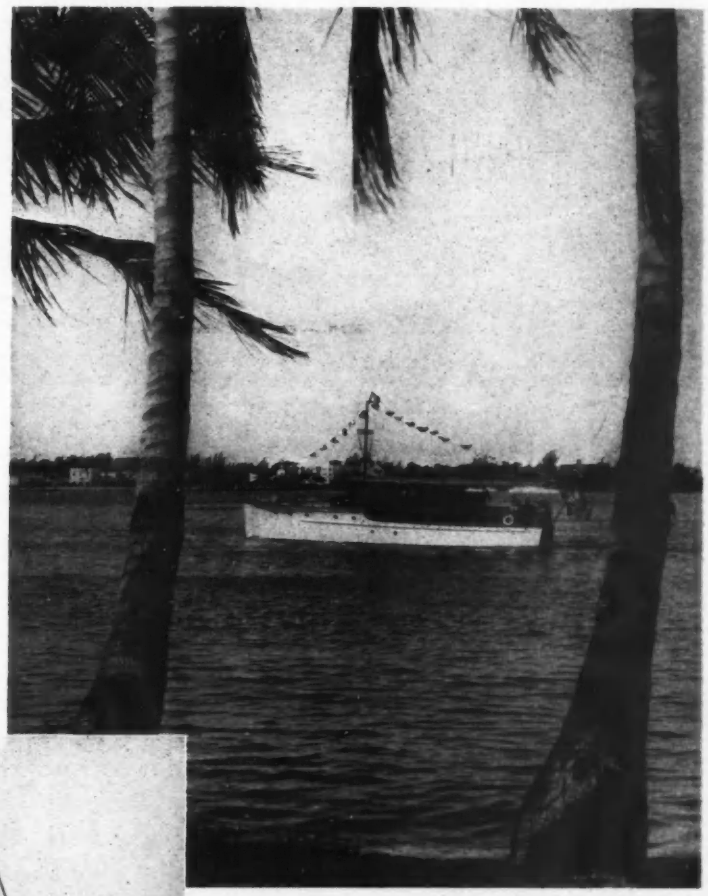
PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. . . . OCTOBER, 1929

THE FLORIDA SEASON

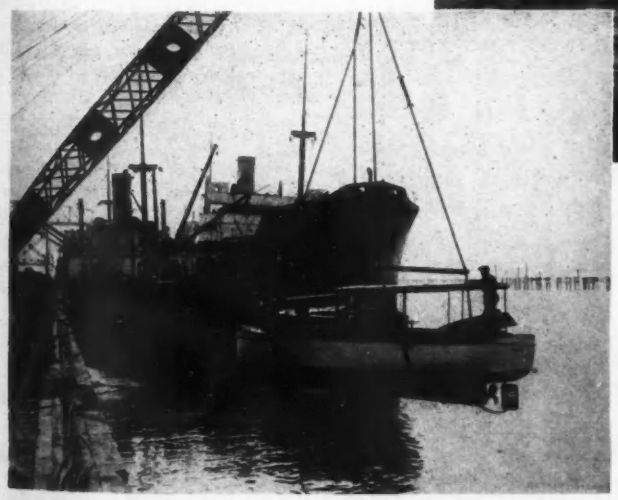
BY the time this reaches the reader's hands we unfortunates who live permanently in a climate afflicted with winter are regretfully contemplating the close of another yachting season. A few hardy souls will look to their moorings and brave the autumn blows for the sake of the few glorious days which occur in October and November, but the majority of boats will soon begin their annual hibernation.

There are, however, an ever increasing number who flee the unpleasantness of sleet and slush and spend their winters in the south. More and more boats make the pilgrimage yearly, while many are kept in Florida waters and laid up during the summer in wet storage.

Any Elco boat is entirely capable of negotiating the Inside Passage to the land where ice appears publicly only in tall glasses; and for the owner with time available no more fascinating cruise can be imagined. The route leads through the heart of busy cities and through regions where the only trace of civilization is the yacht herself. Two to three weeks are required for the voyage which can be begun from New York up to the first part of December.



Photograph of an Elco Cruiser taken during a snow storm in New York.



Loading an Elco boat on a Transmarine Line steamer for shipment south.

Many boats are shipped down, usually on deck of a steamer, and for those who so desire Elco offers every service necessary to deliver the boat again in Florida ready for use. Furthermore, the owner in the south is not far from help in case of need. Elco representatives at Miami and Fort Lauderdale are ready to serve him just as the home yard at Bayonne.

Elco is also prepared to deliver new boats for the southern season. Most models are ready for immediate delivery and the popular Veedette in particular is ideally suited for play times among the keys and fishing out in the blue waters of the Gulf Stream.

Convenience . . . comfort . . . seaworthiness

None of them is sacrificed in the low-priced Elco Twenty-Six—the smallest practical cabin-cruiser

THE trim, alert Elco Twenty-Six has flung wide the water highways of the world to many men of limited income—men who never dreamed that the joys of cabin-cruiser ownership could be within their means. . . . The Elco Twenty-Six costs no more to own and operate than a medium-priced automobile, but in its construction the uncompromising Elco standards of excellence are adhered to just as strictly as in the building of the Elco Fifty. In purchasing an Elco Twenty-Six you obtain a boat of pleasing appearance, exceptional comfort, unquestionable seaworthiness, and surprisingly low operating cost—for less than $3,000.

Spacious cabin forward, with fo spring-cushioned berths. Complet equipped galley. Ample locker spa Conveniently arranged lavato Large, comfortable cockpit, with wi visibility. Permanent awning, wi easily adjustable side-curtains. K and frames of selected white oa planking, white cedar. Exterior a interior trim, mahogany finish. Po ered by Elco-Gray, Model 6-40, s cylinder motor. Wide cruising ran Extremely easy to handle, for own operation. Completely appointe ready for sea. This cruiser is mo roomy, more livable, than ma thirty footers. Priced at $2,975.

* * *

YOU ARE INVITED *to visit Port Elc 247 Park Avenue, at 48th Stre New York City, where Elco Boats a on permanent display. Or, addr Port Elco for full particulars a Catalog MBG. (Plant and Mari Basin at Bayonne, New Jersey.)*

The Elco Fleet

TWENTY-SIX	$2,975
VEEDETTE	4,875
CRUISETTE	5,950
THIRTY-EIGHT	10,750
FORTY-TWO	16,500
FIFTY	25,500

Elco
TRADE MARK
MOTOR BOATS

DISTRIBUTORS IN BOSTON, CHICAGO, LOS ANGELES AND MIA

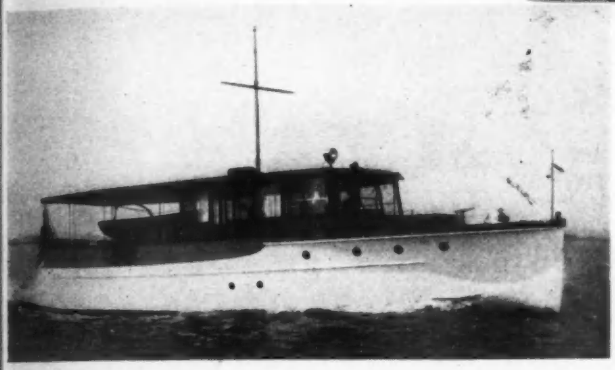
Advertising index will be found on 3rd last page

New Boats for Old

Elco has always "pointed with pride" to the numbers of old owners who buy Elco boats again and again. One owner had six Elcos in five years, another three in eighteen months. Once in a while a "repeat order" of particular interest is placed. Such a thing occurred late this summer when a prominent yachtsman finally gave up his 1909 Elco fifty foot boat and bought a 1929 Elco 50.

Nothing could more impressively illustrate the advances that twenty years of development have made than to compare these two craft. The old one still sound and staunch, but revealing her age by her design and appearance; and the new one the utmost in modern comfort and taste. The analogy between the pictures of the two boats, and pictures of a mother of 1909 and her daughter today is so striking as to be ludicrous.

An Elco fifty-footer of twenty years ago



The 1929 Elco Fifty, a thoroughly modern vision of her older sister

A Birdseye View of The ELCO Works

The prospective purchaser of a boat who is wise not only considers the product but also the organization and plant which produces the vessel. The magnitude and facilities of The Elco Works can be seen in the accompanying aerial photograph. In the foreground are the tracks of the Central Railroad of New Jersey with sidings leading to the plant. Basin and storage docks are clearly shown as also are the railways for hauling out. The large building bearing the sign is the erecting shop, and nearer is the mill where hull parts are fabricated. Beyond the erecting shop is the huge storage building and two small storage sheds. To the right of the erecting shop is the building housing the joiner, machine, engine, electrical, tinsmith and plumbing shops, and beyond it the storeroom. To the right of the water towers is the office building and behind the towers the buildings of the Electro-Dynamic Company, an associate of The Elco Works, which contain the engine building shops. A fair gage of size is furnished by the boats lying in the basin.

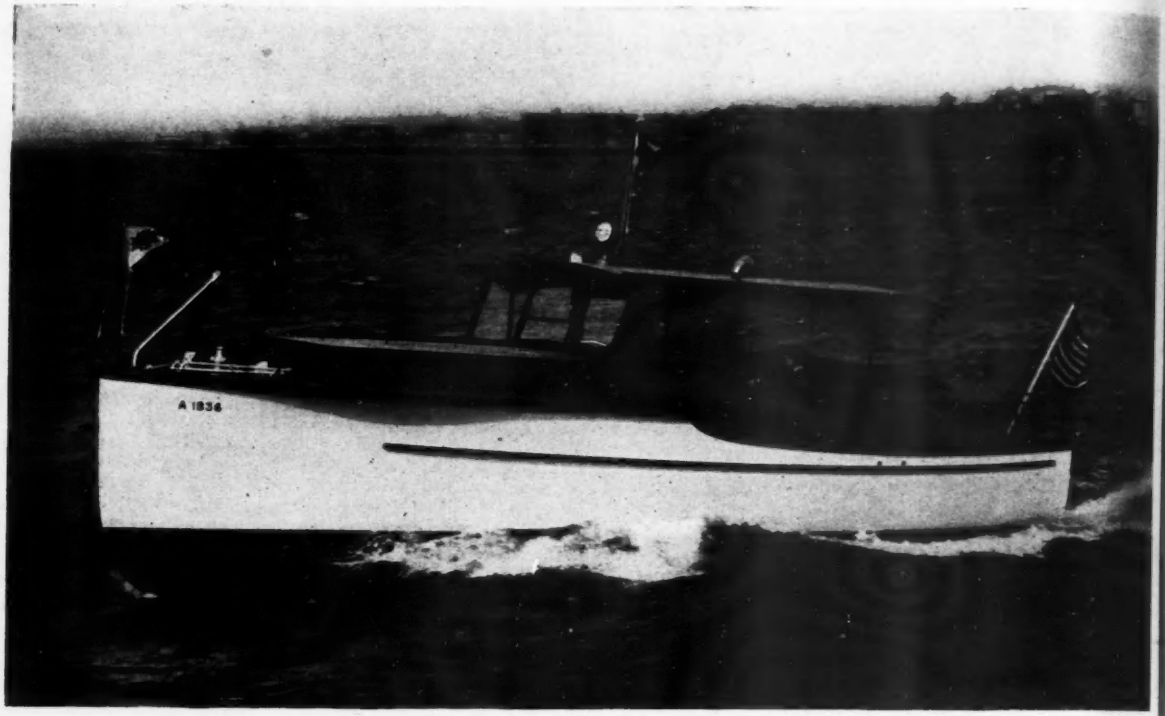
Storage Space Still Available at Bayonne

Elco Storage Service was the subject of the feature article in last month's issue of Elco Boating, and by this time a great many Elco owners have already arranged for the care of their boats during the winter. There is still, however, some space available for late comers, but it must be spoken for immediately.

Proper storage and overhaul facilities are rapidly becoming very difficult to find owing to the steadily increasing numbers of boats without a corresponding increase in reliable yards. The type of service offered by Elco is rare and is particularly appreciated by owners who have unfortunate experiences elsewhere.

Photo by Fairchild Aerial Surveys, Inc.

ELCO *Boating*



Still new . . . *already famous*

The bridge-deck, double-cabin Elco Thirty-eight has been the choice of many well-known yachtsmen

INTRODUCED a year and a half ago, the new Elco Thirty-eight has already become one of the most popular models in the Elco Fleet. No other cruiser has ever aroused such widespread interest and admiration. . . . In spite of the unprecedented demand, the facilities of the Elco Works have permitted steady deliveries. . . . Several new Thirty-eights, built especially for fall delivery for use in southern waters, are now rapidly approaching completion. Immediate inquiry is recommended, however, as very few will be available.

The Elco Fleet

TWENTY-SIX	$2,975
VEEDETTE	4,875
CRUISETTE	5,950
THIRTY-EIGHT	10,750
FORTY-TWO	16,500
FIFTY	25,500

Elco
TRADE MARK
MOTOR BOATS

Owner's stateroom aft, accommodating two. Spacious forward cabin, sleeping four. Comfortable bridge-deck, semi-enclosed, and unusually large deck space, providing special advantages for Florida use. After-deck well arranged for fishing. Ideal for owner operation, especially when the complete comfort of the guests is important. Exceptional cruising range. Thoroughly demonstrated sea ability. Selected white oak keel and frames. Planking of clear cedar, copper-fastened. Exterior and interior trim, mahogany finish. Standard Elco construction. Two lavatories. Completely equipped galley. Amply powered by Elco six-cylinder engine, 125 H.P. Model F-62. Perfectly appointed, ready to put to sea. Priced at the low figure of $10,750.

* * *

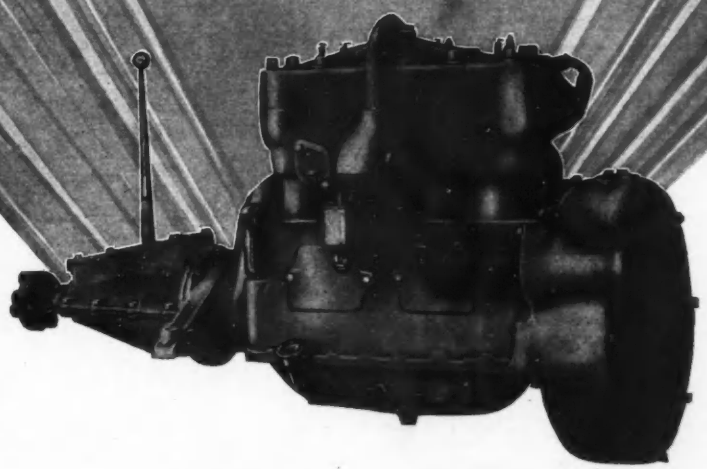
YOU ARE INVITED *to visit Port Elco, 247 Park Avenue, at 46th Street, New York City, where Elco Boats are on permanent display. Or, address Port Elco for full particulars and catalog MBG. (Plant and Marine Basin at Bayonne, New Jersey.)*

DISTRIBUTORS IN BOSTON, CHICAGO, LOS ANGELES AND MIAMI

Advertising index will be found on 3rd last page

$480

30 horsepower.
Four cylinders, 3¼ x 5.
Well balanced, free from vibration.
Removable head.
Two unit electric starter and generator.
2¼ in. crankshaft-bearings die cast bronze, babbitt backed.
High duty reverse gear and clutch.
High tension distributor and coil.
Bronze gear type water pump.



Buffalo Navy

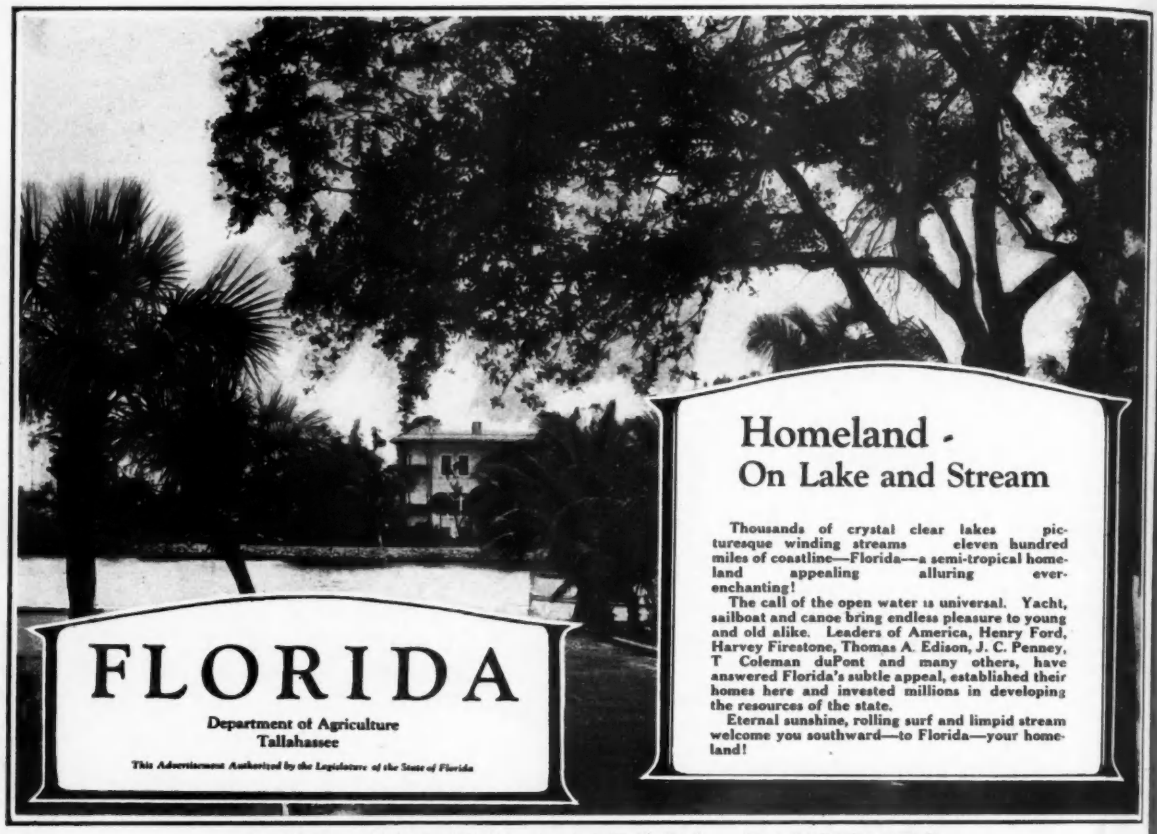
MARINE ENGINE

30 H. P. *Four Cylinder*
3½ in. Bore
5 in. Stroke

Write Today for Full Description

BUFFALO GASOLENE MOTOR CO.

1274-1286 Niagara St., Buffalo, N. Y. New York Office: 347 Madison Ave.


FLORIDA
Department of Agriculture
Tallahassee
This Advertisement Authorized by the Legislature of the State of Florida
Homeland -
On Lake and Stream
Thousands of crystal clear lakes picturesque winding streams eleven hundred miles of coastline—Florida—a semi-tropical homeland appealing alluring ever-enchanting!
The call of the open water is universal. Yacht, sailboat and canoe bring endless pleasure to young and old alike. Leaders of America, Henry Ford, Harvey Firestone, Thomas A. Edison, J. C. Penney, T Coleman duPont and many others, have answered Florida's subtle appeal, established their homes here and invested millions in developing the resources of the state.
Eternal sunshine, rolling surf and limpid stream welcome you southward—to Florida—your homeland!

MISS MARION BARBARA CARSTAIRS

(*Continued on page* 41)

kind of house in Hampshire, in the south of England.

"My mother used to race a sailing yacht," the sportswoman explained.

"I wouldn't race," she declared, "only I can't help it."

"Suppose you had to earn your living," we queried, "what would you do?"

"I'd go into the motor car trade," was the unhesitating answer.

"What about flying?"

"I'm going to take that up next, when I'm through with this," and she added that she would fly quietly.

For all her interest in sporting events, this plucky little sailor hates publicity. So there was a world of meaning in the quiet flying which she anticipates when racing days are over.

"Do you read?" we asked.

"Very seldom," came the reply. "I've forgotten all I learned at school. I used to go in for games."

"You're not interested in clothes?"

"No,—except that I think one should be neat—which I am not this morning."

"You have one trait," I suggested, "that stands out."

"Intolerance?" she asked.

"Persistence," I replied.

Here it was suggested that Marion Carstairs was an optimist.

"But I'm really more of a pessimist," she said, philosophically. "I'd rather be pessimistic—and then get a nice surprise. I'm not easily convinced.

"I'm either up or down," she added. "One day, I'm ready to scrap the boat and the crew nearly jumps overboard, and the next day I'm delighted."

Then "Bring Lord Tod Wadley in," commanded the skipper.

Of course I anticipated a high bred fox hound or at least a bull pup. Instead, one of the girls thrust into my hands a doll—perfectly dressed, with even a tiny handkerchief matching his impeccable tie.

"If anything happened," said 'Jo,' "I'd save him first."

Then, as if determined to tell everything personal and be done with it, "I'm twenty-nine years and six months," said Miss Carstairs. "Tell them I'm thirty," she suggested, "and then they'll say I'm well-preserved."

As I looked at the boyish figure opposite me in that Canadian hotel, it occurred to me that she'd be as much interested in women's clubs or women's movements as any sixteen-year-old lad.

However, I risked Lady Astor. But Miss Carstairs acknowledged that she had no interest whatever in politics.

"To me the three most remarkable English women are Lady Heath, Lady Bailey, and the Duchess of Bedford," she volunteered. Then she added, "In sports, of course."

Falling back on boat racing, we talked briefly of the '28 contest, when Estelle II sank in the blue waters of the Detroit River.

"The boat was too light and too small," she explained. "The reason we went down was that we hit the washers. We went down stem first. If the boat had been longer, we might have stuck it."

"How many races have you entered?"

"Three or four hundred," was the reply.

"You couldn't talk on woman in the home?"

She laughed, preferring, she averred, to speak of woman in a tent or a canoe!

As you look at her you wonder what she's really thinking way down under that boyish hair. And you speculate as to how she'd be in a filmy evening gown—all beady and earringy.

She has more than good looks—fine brown eyes and brown hair, long eyelashes, the splendid color of the out-of-doors, not overdone, and well-shaped regular teeth, unusually white.

She has charm, even though, in her wicked moments, she may want to play horse with you!

"At sixty," she said, "I shall have a nice collection of etchings in black and white."

"Do you walk?"

"Not if I can help it."

But she likes bicycling.

When the interview was almost completed, the young woman with a glint in her brown eyes, pointed to a friend.

"That's Marion Carstairs," she said, to the surprise of everyone present.

But it was too late for this little joke, and we lapsed back into our reportorical jambouree, during which ginger ale slaked the thirst of both prosecutor and defendant!

During the interview Jo's friends had attempted to tell of her accomplishments.

(*Continued on page* 92)

Advertising index will be found on 3rd last page

Banfield *adopts* LUX as Standard on 2 new 1930 models

Banfield "38" Single Cabin Cruiser

THE Banfield Sea Skiff Works has recently announced its 1930 models. And it is a significant fact that on the two largest and most luxurious cruisers, illustrated, LUX Fire Extinguishing Systems are standard equipment. As these boats have all accommodations for extensive cruising, Banfield realized the need for guarding against the menace of fire. For LUX kills fire—instantly; even the worst oil or gasolene blaze is smothered by a harmless cloud of LUX gas, without any damaging after-effects.

Besides Banfield the following prominent boats have LUX as standard equipment: Luders, Wheeler, Lawley, Hubert S. Johnson, Chris-Craft, Dachel Carter, Dyer Motor Craft.

LUX Systems are available in sizes for the smallest runabout or the largest Diesel yacht. Write us, giving size and type of your boat.

Banfield "38" Double Cabin Cruiser

Walter Kidde & Company, Inc.
140 Cedar Street
New York

LUX FIRE EXTINGUISHING SYSTEM

Labeled by Underwriters' Laboratories

BANFIELD

The Greatest Innovation for Coastal or

THREE MODELS

WITHIN the past decade Banfield became increasingly famous for giving to the boat-loving public deep-sea cruisers embodying the long tried and proven safety principles of the true sea-skiff dory. Banfield fame continues to grow, spreading to every corner of the world where pleasure boating is indulged. Now, in response to insistent demands for runabouts embodying the safety advantages, seaworthiness, ruggedness and quality of Banfield cruisers, Banfield introduces the greatest innovation in high-grade runabouts by presenting the first standardized sea-skiff runabouts ever offered by any builder.

Three beautiful models—twenty-two, twenty-six and thirty-two feet, with speeds up to 38 miles an hour. A runabout for every purpose . . . gentleman's speedster, pleasure outings, commuting, or yacht tenders. In fact, these new Banfields are the only stock runabouts ideally suitable and absolutely safe for deep-sea fishing. Built of mahogany, finished with many coats of best spar varnish to a high lustre, and apparelled with the finest of appointments these new runabouts make your acquaintance not as unknown strangers, but as products of the world's largest builder of sea-skiffs.

The new Banfield runabouts zoom over the water with astonishing ease, smoothness and stability. In fact, so well do Banfield runabouts maintain their poise at high speed, you can actually ride standing up without bracing yourself to maintain a balance. In how many truly fast runabouts can you do this? Another feature is the absolute dryness at all speeds. Having a generous free-board and shallow draft, Banfield runabouts ride up and over turbulent water without shipping spray over the bow or sides. Self-bailing cockpits, an exclusive Banfield feature, keep the passenger compartments free of water during a squall, or if left unprotected in the rain.

Banfield "26" Runabout, a handsome twenty-six-foot double cockpit water speedster capable of speeds up to 38 miles an hour.

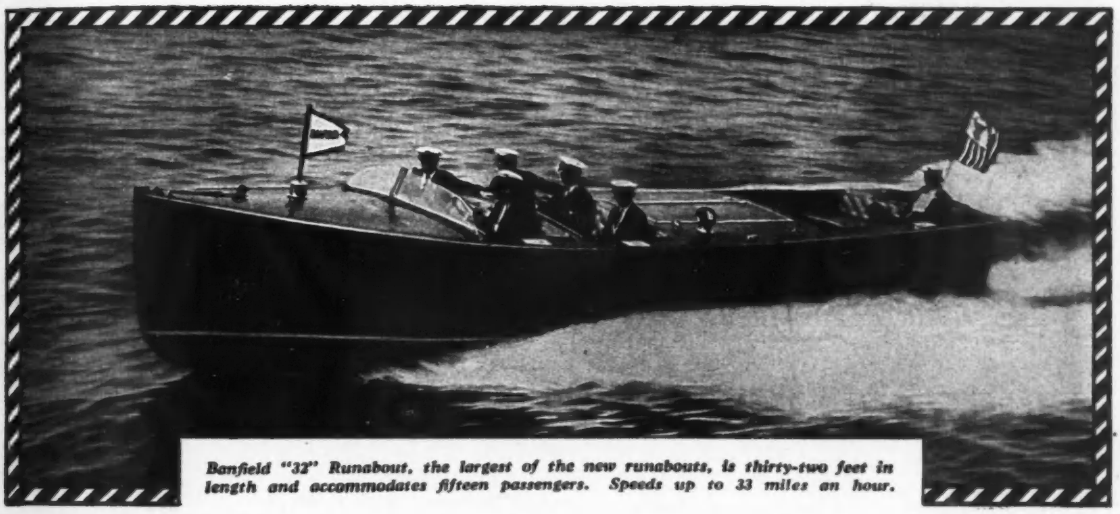
Advertising index will be found on 3rd last page

INTRODUCES

in High-Grade Runabouts

Open Water Service

$2,750 to $6,500



Banfield "32" Runabout, the largest of the new runabouts, is thirty-two feet in length and accommodates fifteen passengers. Speeds up to 33 miles an hour.

No novelties, no frills, just good substantial construction throughout of the finest materials. Three-quarter-inch mahogany planking, copper and brass fastened to heavy steam-bent white oak frames on six-inch centers, a one and one-half inch mahogany transom and a two-inch bottom give you a boat of unequalled strength among present-day runabouts, without sacrifice of speed or trimness. Operating controls and accessories are of the most advanced type. The upholstery is deep-cushioned Kapoc filled Russialoid, the most durable type for marine use.

THREE MODELS IN WIDE PRICE RANGE

BANFIELD "32" RUNABOUT
Thirty-two Feet

200 H. P. Sterling, 30 - 33 M. P. H.	$6,500.00
200 H. P. Kermath, 30 - 33 M. P. H.	6,500.00

BANFIELD "26" RUNABOUT
Twenty-six Feet

200 H.P. Sterling or Kermath, 35-38 M.P.H.	$5,500.00
106 H.P. Chrysler, 22-25 M.P.H.	4,250.00

BANFIELD "22" RUNABOUT
Twenty-two Feet

72 H.P. Gray, 22-25 M.P.H.	$2,750.00	106 H.P. Chrysler, 25-28 M.P.H.	$3,050.00

Prices Afloat Atlantic Highlands, N. J.

Deliveries Now Being Made for Southern Season

DISTRIBUTORS AND DEALERS:

The Banfield franchise, one of the most valuable in the industry, offers a sound and permanent business. Your territory may now be open. Write or wire for particulars. Large expansion of Banfield plant and production makes possible this lucrative opportunity for aggressive and responsible dealers.

BANFIELD SEA SKIFF WORKS INC.

SALES OFFICES AND PERMANENT EXHIBIT
277 Park Ave. Bldg. - ENTRANCE 502 LEXINGTON AVE. - *New York City*

PLANT:
ATLANTIC HIGHLANDS, NEW JERSEY

LARGEST BUILDERS OF
SEA SKIFFS IN THE WORLD

Four New Models for 1930

Two "32's"

BANFIELD "32" STANDARD CRUISER

This new thirty-two foot Banfield cruiser of rugged mahogany lap-strake construction brings to you, at surprisingly low prices, all of the superior qualities that have won for Banfield its great leadership . . . Genuine sea-skiff design, flashing speed, absolute safety and unquestioned seaworthiness. It has complete cabin accommodations for four in addition to a large canopy-sheltered cockpit.

TWO POWER CHOICES

106 H.P. CHRYSLER, 20-22 M.P.H.	$5,850.00
200 H.P. STERLING or KERMATH, 28-30 M.P.H.	6,850.00

Afloat Atlantic Highlands, N. J.

BANFIELD "32" DE LUXE CRUISER

A spacious and upholstered forward cockpit, with entrance from cabin; removable canopy over aft cockpit for fishing; built-in Lux fire-protection system; electric-lighted compass binnacle; barometer and chronometer are among the many features of this De Luxe equipped Banfield thirty-two-foot cruiser for water sportsmen. The cabin, like the standard model, has pullman berths for four, complete galley, lavatory, clothes lockers, ample storage space, plus plenty of light and natural ventilation.

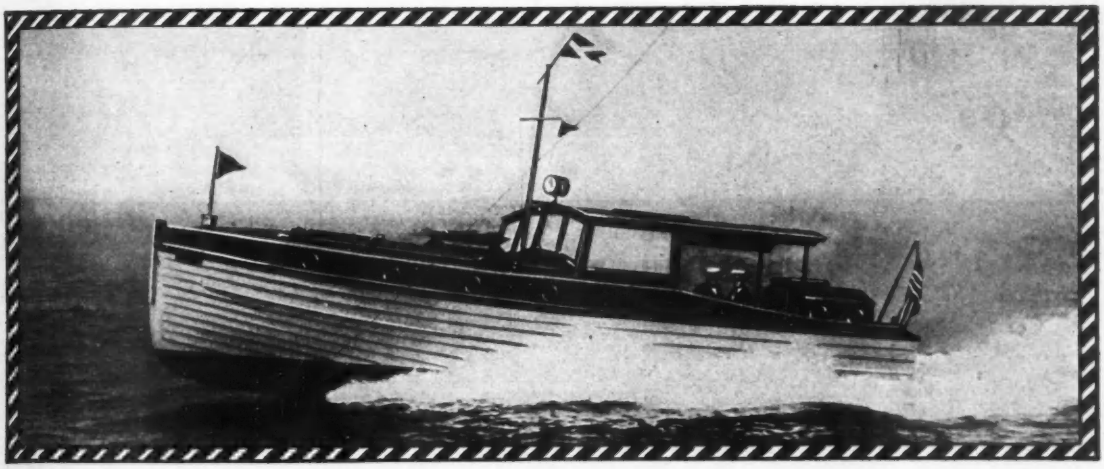
TWO POWER CHOICES

106 H. P. CHRYSLER, 20-22 M. P. H. $6,950.00 200 H. P. STERLING or KERMATH, 28-30 M. P. H. $7,950.00

Afloat Atlantic Highlands. N. J.

Advertising index will be found on 3rd last page

BANFIELD
SEA-SKIFF
CRUISERS
Two "38's"



BANFIELD "38" DOUBLE CABIN CRUISER

For a cruising party of eight. The neatly-arranged aft guest-cabin on this model of the Banfield thirty-eight-foot cruiser provides comfortably for two people. The guest-cabin is furnished with built-in berths, dresser and locker space. The forward accommodations on this model are the same as the single cabin thirty-eight footer described below. De Luxe equipment is supplied throughout, including Lux fire-protection system.

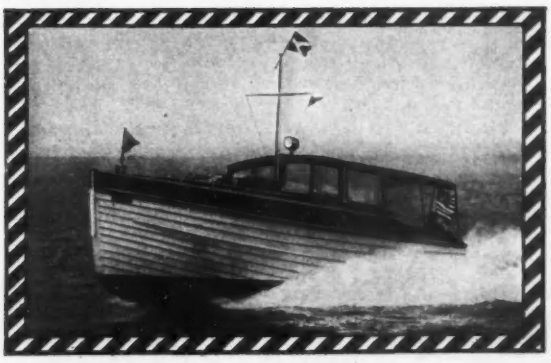
TWO POWER CHOICES

200 H.P. STERLING or KERMATH, 20-22 M.P.H. $13,500.00 — 175 H.P. HALL-SCOTT, 20-22 M.P.H. $15,000.00

Afloat Atlantic Highlands, N. J.

BANFIELD "38" SINGLE CABIN CRUISER

Few boats of equal size offer such luxurious accommodations for six people as those found on the Banfield thirty-eight-foot single cabin sea-skiff cruiser. The cabin is divided into two state-rooms with six berths. A more comfortable cruiser of moderate size for extended cruising is not built. It has a fully equipped galley, modernly-fitted lavatory, built-in buffet and dresser, generous locker space, large cockpit and De Luxe equipment throughout, including Lux fire-protection system.



TWO POWER CHOICES

200 H.P. STERLING or KERMATH, 20-22 M.P.H. $12,000.00
175 H.P. HALL-SCOTT, 20-22 M.P.H. 13,500.00

Afloat Atlantic Highlands, N. J.

All four models of Banfield Cruisers are equipped with Monel metal shafts, Goodrich cutless bearings, inside stuffing boxes, self-bailing cockpits and the most advanced type of marine fittings.

Deliveries Now Being Made for Southern Season

BANFIELD SEA SKIFF WORKS INC.

Sales Offices and Permanent Exhibit

277 Park Ave. Bldg. - ENTRANCE 502 LEXINGTON AVE. - *New York City*

PLANT: ATLANTIC HIGHLANDS, NEW JERSEY

LARGEST BUILDERS OF SEA SKIFFS IN THE WORLD

2 jobs for 1 plug

EASY starting demands a small gap—an intense, hot spark. But smooth and economical running requires a wider gap—a long, power-*full* spark.

The fixed gap spark plug is a compromise—it cannot satisfy both conditions.

The MotoMeter Spark Plug does both jobs unusually well, without compromise. It has a self-adjusting gap, with a side electrode of heat-responsive metal. The gap is small when cold, but doubles in size after the first explosion.

MotoMeter Self-Adjusting Spark Plugs mean easy starting, smooth, full-power running and high fuel economy. Especially good on outboard motors—all models. Two sizes, metric and ⅞ inch thread. One price, $1.00.

N. B. Write or wire for attractive dealer profit-making proposition.

MotoMeter Gauge & Equipment Corp.
5 Wilbur Ave., Long Island City, N. Y.

MOTOMETER
SELF-ADJUSTING
SPARK PLUG

Miss Marion Barbara Carstairs

(*Continued from page* 86)

But Miss Carstairs had returned the bouquets with decision.

Here a young woman volunteered, "She can drive a car better than anyone I know."

This statement was not challenged. "Well, I'll accept that," said the girl who had given four years to the war.

Miss Carstairs talks easily and with the beautiful diction of cultured England.

Of her racing experience, she said.

"I held the world's speed record in 1926 for the One and One-half liter and in 1926 the Duke of York's Trophy—international—and the John Ward Trophy, the speed record for England.

"I also won the Trophy Atlantis for the Standard Chris Craft, the twenty-two foot Chris Craft, with the eighty horsepower Chrysler engine, for 1927.

"I won the French Trophy Rosengarth in Paris, in 1928 and 1929.

"And I took in this year's Duke of York's Trophy on June 27 but did not win."

"How many cups have you?" we asked, thinking of the shining silver stowed away somewhere in southern England.

"It's impossible to say. I should think about thirty or thirty-three," she replied.

When I said good-bye, I honestly wished she could add one more to her collection, for Marion Carstairs is a real sporting woman, one who can lose and learn—and come back.

SUPERIOR MARINE FIXTURES

A very comprehensive and interesting catalogue has been prepared by the National Marine Lamp Company of Forestville, Connecticut, to illustrate and describe their complete line of lamps, marine fixtures and other navigating supplies. The booklet is especially well prepared with detailed colored illustrations which give the purchaser an accurate idea of how the products are constructed. All of these fixtures are manufactured according to the most advanced marine practice and items of equipment which are designed to meet government requirements are constructed exactly according to the government specifications. The quality and workmanship in the products is of the highest and their appearance adds much to the attractiveness of any boat. A request addressed to the National Marine Lamp Company at Forestville, Connecticut will bring a copy of this catalogue to any one desiring it.

Imp Wins the Gold Cup

(*Continued from page* 25)

the race she was over three minutes behind the winner at the finish.

The last heat was started promptly at three o'clock and only three boats remained to compete after Miss Los Angeles was injured in the previous heat. This was largely a repetition of the earlier races with Imp running smoothly and without effort well in advance of the other two boats. Scotty gradually lost ground and at the end of the ninth lap was 15 seconds behind. During the last lap something went wrong in the power plant of Scotty and her speed fell to almost nothing and Jesse Lightning was able to take second place in this heat. Scotty continued to crawl around the course and long before she had finished, the next event, a race for outboards had practically completed its first heat with Scotty coming along and completing his race.

The clean cut victory of Imp again returns this famous Gold Cup to the Columbia Yacht Club which presented it for competition in 1904. This club has always been prominent and active in the defense of this trophy and in the years which have intervened since the first race, the speeds have climbed from 23.6 m. p. h. to 70 m. p. h. in 1920. At that time the rules governing competition were changed so that a displacement boat was required with an engine of not more than 625 cu. in. displacement. The speeds with this type of boat were naturally slower and the highest was made in 1924 at Detroit when Miss Columbia won the second heat at a speed of 46.8 m. p. h. After the 1927 race at Greenwich, Connecticut, it was decided that the boats which were being built were not sufficiently seaworthy and it was finally decided to modify the rules and as they stand today, the engine displacement still remains at 625 cu. in. although hydroplane types of hull are now permitted. All boats which took part this year are hydroplanes and all with the exception of Imp, were powered with Packard Gold Cup engines. Imp was powered with a Wright Gold Cup engine.

The entire regatta at Red Bank attracted a tremendous fleet of boats with crowds of spectators on their decks. These lined the course on all sides, while a grandstand which had been erected on shore at a point where the race boats passed close by the

(*Continued on page* 96)

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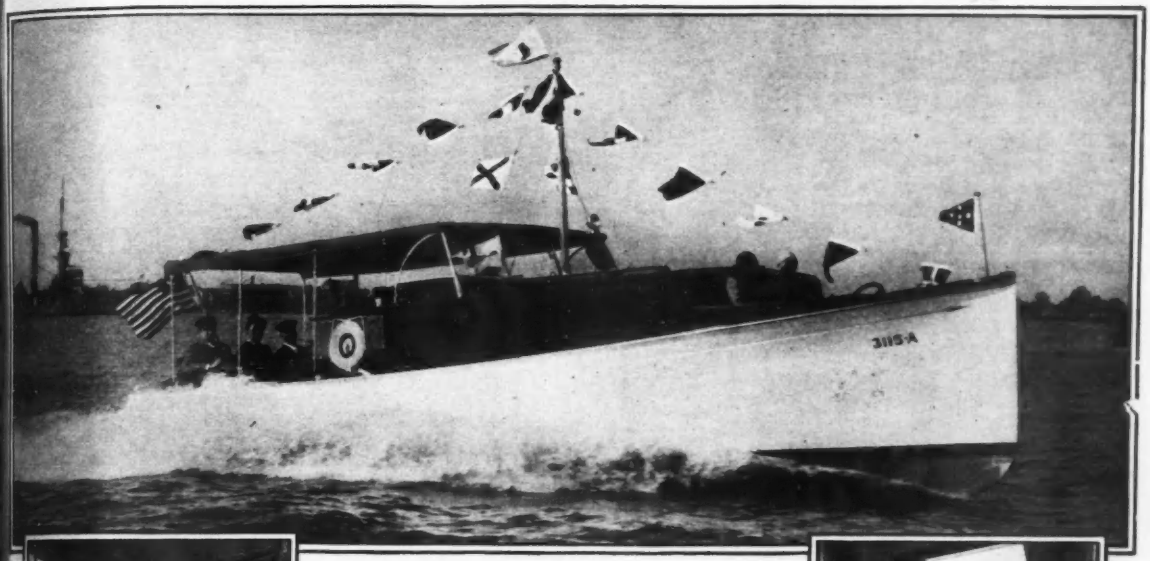
A GREAT NEW CORSAIR



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This new 36-footer is a fit companion to the Corsair 30-footer: Length—36', Beam—9'6" Draft—2'6". Power Plant—Scripps Model 202—200 H. P. Speed—22 to 24 M. P. H.

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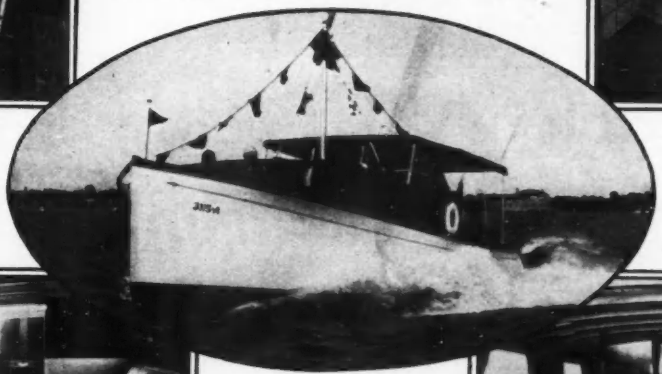
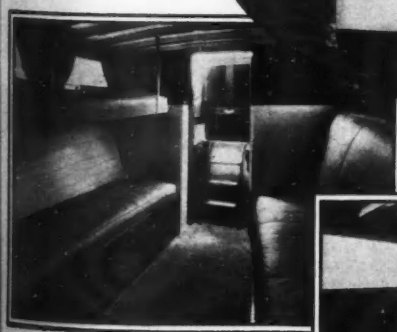
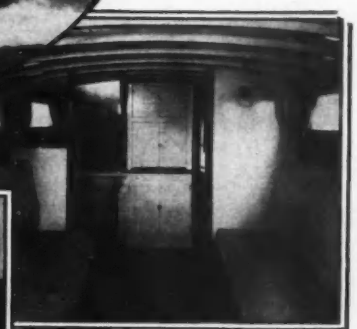




Below—
the Galley



Looking forward in the cabin—large lockers, ample, comfortable sleeping accommodations for four.

Looking aft in the cabin—roomy, neat and complete; ideal galley, ice box with outside filling hatch.

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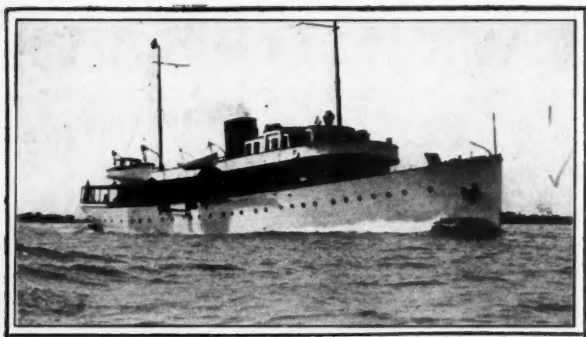

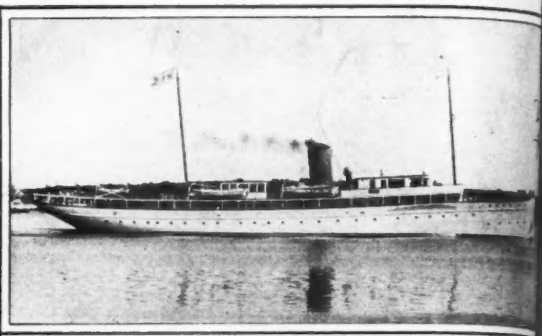

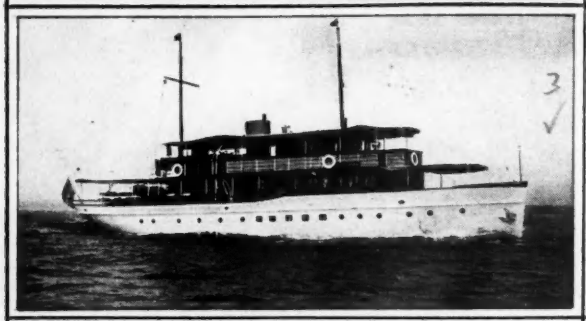

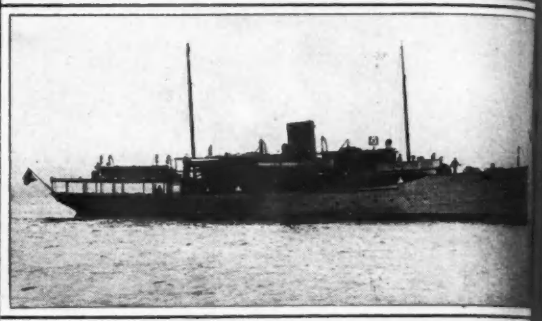

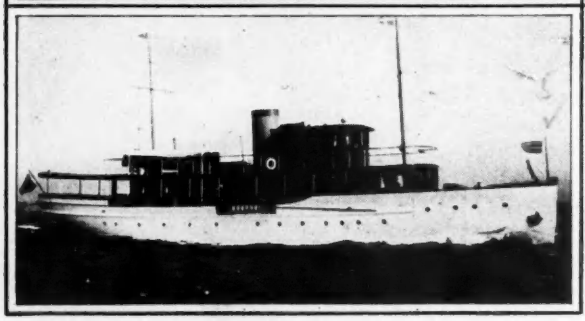

Upper Left: 165-ft. twin screw steel Diesel yacht "MARGO" (formerly "COMOCO"), owned by Mr. B. A. Massee, Built by Geo. Lawley & Sons Corp., Neponset, Mass.

Upper right: 240-ft. twin screw Diesel yacht "VANDA". Built by Bath Iron Works, Bath, Me., for Earnest B. Dane, Brookline, Mass.

Center left: 100-ft. twin screw motor yacht "ALPHA". Built by Welin Boat & Davit Corporation, Long Island, N. Y., Mr. James W. Perry, owner.

Center right: 190-ft. Diesel yacht "HILDA" (formerly "VIDOR"). Built by Todd Shipyards Corp., Brooklyn, N. Y. Owner—Mr. Charles A. Boldt, Santa Barbara.

Lower left: 110-ft. twin screw Diesel yacht "SHIRLOHN". Built by Gidley Boat Works, Penetang, Canada, for Mr. G. M. Williams.

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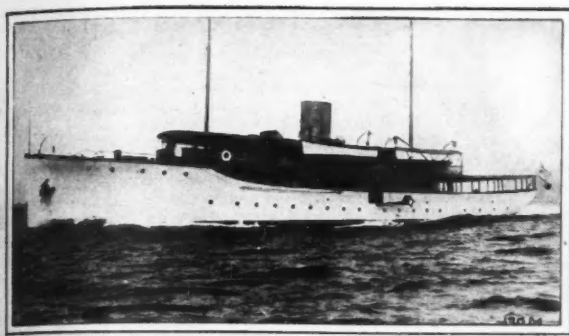

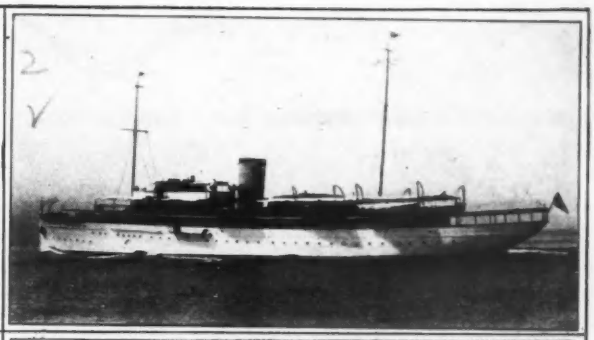

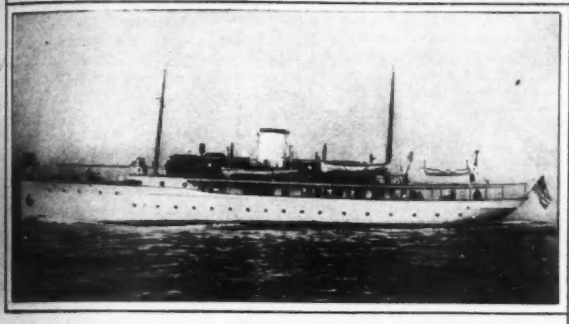

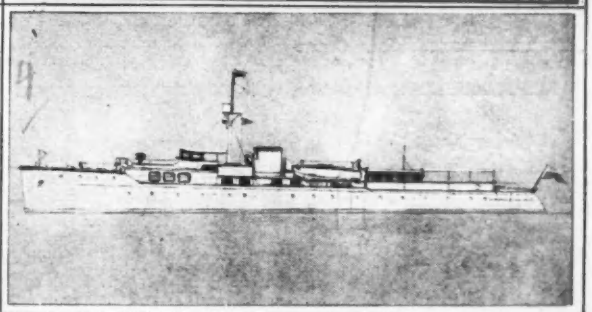

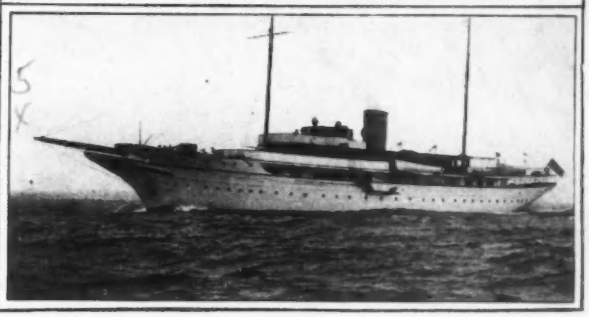

Upper left: 171-ft. twin screw Diesel yacht "CAROLINA". Built by Geo. Lawley & Sons Corp., Neponset, Mass., Eldrege R. Johnson, Camden, N. J., owner.

Upper right: 294-ft. twin screw Diesel yacht "SAVARONA". Built by Pusey & Jones Corp., Wilmington, Del. Owner, Wm. Boyce Thompson, New York.

Center left: 160-ft. twin screw Diesel yacht "SUMAR". Built by Todd Shipyards Corp., Brooklyn, N. Y., for Mr. David C. Whitney, Detroit, Mich.

Center right: 122-ft. Gielow Diesel Sport Yacht. Built by Geo. Lawley & Sons Corp., Neponset, Mass., for Mr. Frank H. Goodyear.

Lower right: 267-ft. twin screw Diesel yacht "HI-ES-MARO". Built by Bath Iron Works, Bath, Me., for Mr. H. E. Manville, Esq., Pleasantville, N. Y.

American yacht designers, for ten pre-ëminent yachts

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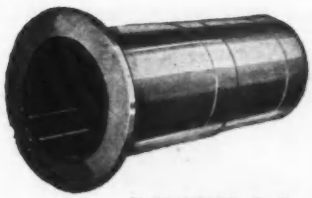

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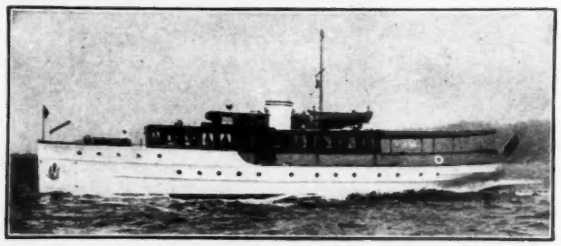

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90 ft. over all—84 ft. on water line. 18 ft. beam. 5 ft. draft. Built by us and put in commission this year. Powered by two 200 h.p. Winton Diesel Engines. Cruising speed 14 m.p.h. Represents the last word in modern pleasure boat construction. Has 2 double and 2 single staterooms; 2 baths; dining room in the forward house; large deck house aft.

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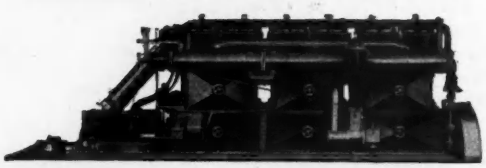
Every Yacht built in our ship yards conforms to standards that have never been surpassed. Every Yacht is furnished and equipped at prices never equaled if construction and finish are taken into consideration. You are cordially invited to visit our plant and see for yourself the matchless craftsmanship built into every boat.



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are our own manufacture, and we use them in all our standardized boats. Two models: 4- and 6-cylinder, 60 and 100 h.p. Right and Left hand.

The NEW YORK

YACHT, LAUNCH and ENGINE CO.

Morris Heights, New York City

Imp Wins the Gold Cup

(*Continued from page* 92)

well filled with many thousands of persons. Every dock and point of land adjacent to the course on both sides of the river was packed with humanity and a conservative guess would place the number of spectators at about 50,000.

The remaining events which were interspersed on the program with the Gold Cup series were races for outboards in Classes B, C, Divisions 2, which comprised four separate races of two heats for each class. The second day's program provided for a similar set of races for Classes D and E, all of which are fully described in a separate article elsewhere in this issue.

The 151-inch hydroplanes also had a fine series of races and on Saturday, the limited class of boats competed in two heats of six miles each. Seven of these little speedsters started in the first heat and as is usual with this class of boat they went around the course in a clockwise direction rather than the anti-clockwise direction used by all the other contestants. There was very keen competition between several of these boats and in the first heat Miss Meadowmere II, driven by Frank Ripp, was able to nose out Lightning II, driven by V. Cacaco, for the second place by a matter of only 0.33 of a second. The winner was Little One II, owned by J. Sheldon, and her margin over the second and third boats was a good safe seven seconds. The second heat of this race was characterized by the upset of Little One II while well in the lead on the second lap of the six mile race. This permitted Miss Meadowmere and Lightning II to fight it out again, this time for the winning position. The result was equally thrilling and almost as close as in the first heat, a matter of only .94 of a second separated the boats, giving the victory to Miss Meadowmere with Lightning II second. The final position of these two boats on the point score also placed them first and second while the third boat was Bayhead II, owned by Chris Ripp, which had secured 256 points in the first heat and 324 in the second, or enough to give him third place. Sparrow V, driven by E. H. Johnson, which did not do well in the first heat, did not start at all in the second one.

Events had been provided for stock runabouts in various sizes throughout the two-day program. The smaller ones were to race on the first day and four of these not under 18 feet in length equipped with engines not exceeding 82 h. p. took part in the first of these races. Sea Rip, owned and driven by E. W. Irwin of Red Bank, finished the six-mile course at an average speed of 28.17 m. p. h., giving him the victory in this race. Sea Rip is a standard Dodge runabout powered with a Universal motor and the second and third boat in this class were also of the same types.

The next larger class of runabouts for which a race had been arranged was the 21-foot minimum with 125 h. p. as the maximum in power plants. Only two Chriss Craft appeared for this event and the one driven by B. Smith proved to be the winner.

Some readers may wonder how it is possible to separate the finishing time of boats by the hundreth part of a second. This is very simple if the proper instruments are used. At the Gold Cup Regatta, as well as at the Detroit regatta, all races are timed by Odis A. Porter, using the Warner Horograph which is used at the Indianapolis motor speedway. As each boat crosses the finish line a record is printed on a tape which can be read to the hundredth part of a second and since the device is synchronized with one of the most accurate chronometers in the country, there is no question whatever as to the accuracy of the time recorded. The current to operate this instrument was supplied by a large set of Exide batteries which had been loaned to the committee for that purpose. Exide batteries were also used to supply power for the lighting arrangements of the committee barge in the event that it would have been necessary to stay on board after dark in order to finish any work started earlier.

While the second day of the regatta did not provide events for the Gold Cup boats, there were several exciting moments during the course of the contests for other classes. The events for stock runabouts which have been provided were not particularly interesting since very few of these boats appeared to compete. In the race for the 25-foot boats, with 150 h. p. engines, four boats started, of which one was disqualified for not having the required two persons on board. The other three completed the nine-mile course and the winner was a Chris Craft, piloted by Charles Smith, whose average speed was 38.98 m. p. h. This event was followed immediately by a similar one for stock runabouts of the same size but powered with engines up to 200 h. p. This particular race attracted the greatest number of competitors, eight boats taking part. Two of the large Chris Craft runabouts, driven by Bernard and Charles Smith respectively had no difficulty in winning this race handily from the other contestants, who did not seem to have within several miles an hour

(*Continued on page* 98)

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Insures
Longer Engine Life and Better Performance

YOU can ease the strain and burden of wide open throttle on your motor, increase its efficiency and lengthen its life by using Wolf's Head Oil. It is supreme in quality. It gives the maximum of lubrication and protection against wear in all types of gasoline engines, in any service, and under conditions that cause cheap oils of inferior quality to burn up and disappear.

If you want silky smooth performance free from telltale trouble knocks, if you want to save bearing surfaces, decrease smutting of spark plugs, minimize cylinder scoring, decrease carbon deposit and valve pitting, insure free valve action and sensitive piston ring action, you need only use Wolf's Head Motor Oil.

May we send you some interesting literature and also recommend the proper grade of Wolf's Head for your motor? When writing, state make and size of engine.

Our dealer proposition offers a real opportunity for live agents. Write for it today

WOLVERINE LUBRICANTS COMPANY, INC.
51 MADISON AVENUE NEW YORK CITY

We sail the ocean blue
Our Magneto is a beauty

IF you can start out on a cruise with full confidence in the dependability of your ignition system, it's something to burst into song about.

Then why not get busy and equip your engines with the same make of magneto that has proved so dependable on the Graf Zeppelin in its travels around the world—the Robert Bosch Super-Energy Magneto?

The Super-Energy Magneto is just as at home on the water as it is in the air. Why shouldn't it be? For it is absolutely waterproof and damp-proof. It has a distributor plate which is fitted tight to the magneto frame so that water cannot enter. It doesn't need any old fashioned covers to protect it. In its very design, in its details of construction, it defies water to do its worst.

The Super-Energy Magneto is the first magneto to answer the requirements of modern engines and modern conditions. In at least a dozen important ways it introduces new advantages combined in no other magneto.

Our booklet, "Ignition Briefly Described," contains information of importance to every boat owner. Send for a copy.

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Only Robert Bosch Super-Energy Magnetos are Original-Bosch Magnetos. For your protection look for full name "Robert Bosch" and this trade mark: . . . .

ROBERT BOSCH
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The Original Bosch
ROBERT BOSCH PRODUCTS

Imp Wins the Gold Cup

(*Continued from page 96*)

of the same speed as the Detroit boats. The boat driven by Bernard Smith was powered with the Chris Craft motor while the one driven by Charles carried a Kermath engine. The speed made in this race was just a trifle better than that in the previous one and the best time for the nine-mile distance was 39.80 m. p. h. The others all were somewhat slower and the last boat to finish was a full eight miles per hour slower than the winner. In the third stock runabout race of the day, which was limited to boats not under 27 feet and not under 250 horse power, only two contestants appeared, one of these being the same Chris Craft which had won the previous event. It was easily able to repeat its victory in this event and turned in the highest speed for any of the runabout events. It set a mark at 41.07 m. p. h., which is quite fast for a stock boat.

The next events were three heats for the 151-inch unlimited hydroplanes of six miles each. These alternated with outboard races, but were in the main a repetition of each other. Sparrow, the Hacker hydroplane, driven by E. H. Johnson and powered with a Miller engine, proved to be the winner of all three heats, giving him a total point score of 1200. The best speed was made in the first of the three heats, in which the six miles were negotiated at a rate of 47.90 m.p.h. The second and third heats were more nearly alike in that the speed was slightly over 45 miles. During the first heat Lightning II, driven by V. Cacace, got into difficulties with its power plant and had difficulty in completing the heat. Whatever the trouble was, it was sufficient to keep the boat out of the second and third heats and left only the three remaining to compete. The total point score gave second place to Bay Head II, owned by Chris Ripp and third place to Buckeye II, owned by Mrs. Gibson Bradfield.

The final event of the day was the Free-for-All contest with no limitations in either boats or engine. This was to go five times around the three-mile course for a total of 15 miles. The trophy presented for this was the very handsome Barron G. Collier Gold Trophy, which had been fabricated from a solid bar of gold bullion. This race was characterized by a sharply fought contest between Wilgold III, a Gold Cup displacement boat owned by C. Roy Keyes and driven by Capt. H. W. Flickinger of the U. S. Air Service, and Carenaught, a similar boat, also owned by Mr. Keyes and driven by him in this race. Eight boats started in this race and among these were two little outboards who probably figured that if there were enough casualties among the larger ones and they were able to keep going for the 15 miles, there might be a chance of winning. That this did not occur was one of the features of the race, since four of the large boats succeeded in finishing with the outboards flagged off at the end of the race. They were not far behind the leaders and the gamble they took was not such a long chance as it seemed. The race furnished plenty of excitement, since Carenaught had succeeded in passing Wilgold III and had established a good lead over the entire fleet. Before completing the first lap and while making the turn at the upper end of the course, the spectators were suddenly electrified by a wild dive on the part of Carenaught which seemed to have been caused by a broken steering gear. Both men were thrown violently out of the boat by its sudden swing and Roy Keyes, who was driving, suffered a painful fracture of the arm. They were in serious danger of being run down by the following boats, which were Wilgold III and Rascal, a big Liberty-powered hydroplane driven by P. A. Proal, but these drivers saw them in time to keep clear. The general reports had it that the boat turned over but this is not so. She made such a quick turn that she took water over the side and into the cockpit, breaking out the opposite side of the boat and causing considerable damage. The boat did not sink and was quickly taken in hand by several patrol boats and brought to shore. Carenaught, by suffering the accident, yielded the lead to Wilgold, which had an easy time winning the race. Rascal finished second, a mile or so behind the leader and four others, including Carenaught, did not finish the course at all. Rowdy, driven by Charles F. Thompson, was disabled and Miss IV, owned by Phil James and Imp, owned by W. A. Bushey, did not get further than the fourth lap. The two outboards were quite far in the rear when the leaders finished, so that time was not taken at their finish since the spectator fleet had already begun to break up and crowd out on the course.

A short half hour after the conclusion of the last race, the Shrewsbury River had resumed its usual appearance, with most of the spectator fleet departed. There was still some activity ashore, where all the outboards and their engines were being loaded for removal to their home ports and the larger racing boats were also being prepared for shipment. The spectators had departed and the race was over for this year.

A summary of results for the several races follows while a summary and description of the outboard races will be found on pages 173 and 4, 196-200.

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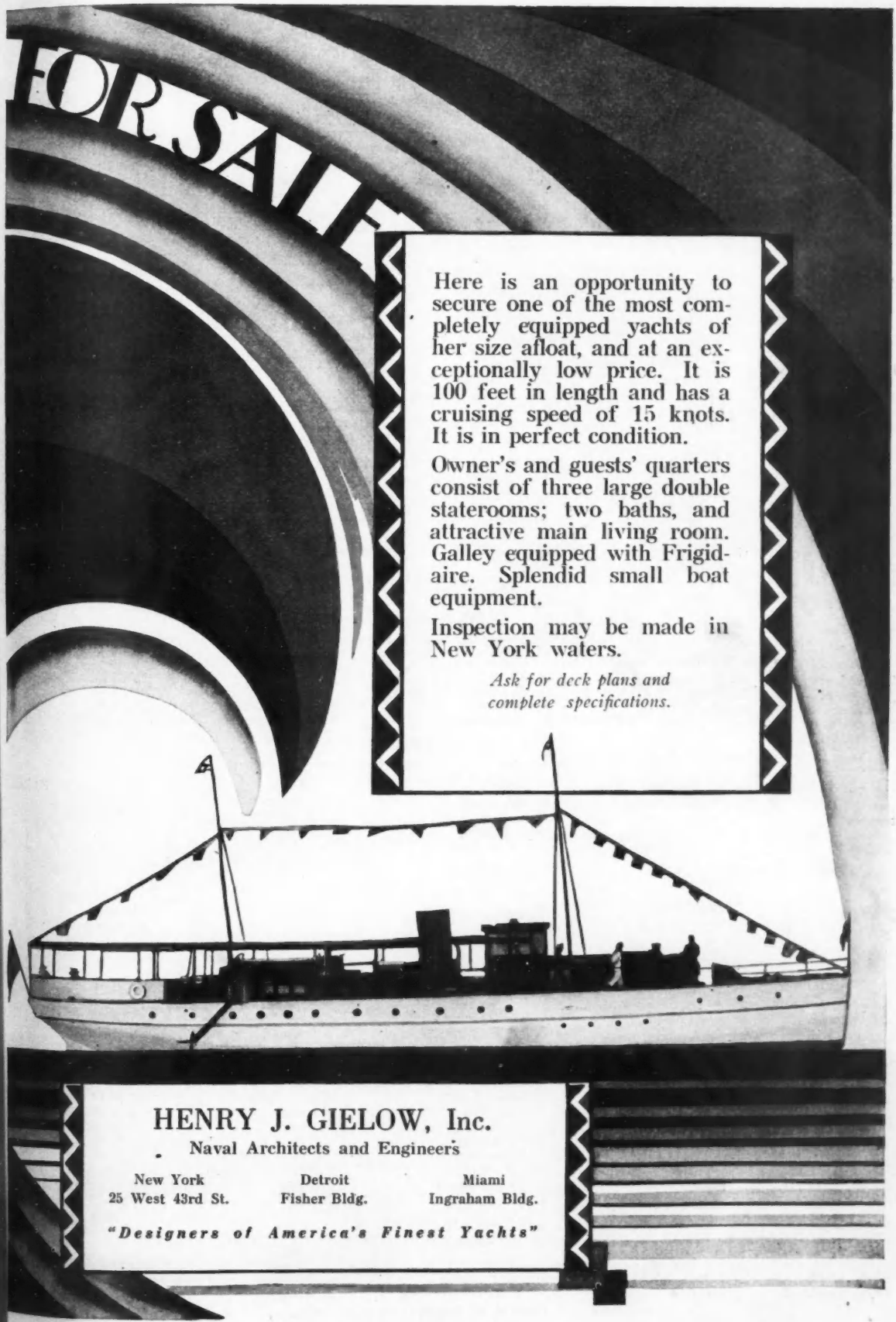

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Owner's and guests' quarters consist of three large double staterooms; two baths, and attractive main living room. Galley equipped with Frigidaire. Splendid small boat equipment.

Inspection may be made in New York waters.

Ask for deck plans and complete specifications.

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"Designers of America's Finest Yachts"

Summaries—Gold Cup Regatta

Red Bank, N. J., August 24, 25, 1929.

A. P. B. A. GOLD CUP TROPHY RACE

Three Heats, Thirty Miles Each

Boat	Driver	Time 1st heat	2nd heat	3rd heat	Position
Imp	R. F. Hoyt	35:39.04	38:37.88	37:16.56	1
Scotty	Sam Dunsford	36:00.31	39:14.23	52:56.33	2
Jersey Lightnin'	Fred Farwell	D.N.F.	41:43.82	40:48.32	3
Miss Los Angeles II	Ralph Snoddy	37:00.35	D.N.F.	D.N.S.	4

Speed best lap, Imp 51.965 m.p.h. Best heat, Imp 50.489 m.p.h.

151 HYDROS LIMITED

Two Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	2nd heat	Position
Little One II	Hadley	Vern Squire	Miller	7:45.46	D.N.F.	6
Miss Meadowmere	Hadley	Frank Ripp	Peerless	7:52.84	7:58.59	1
Lightning II	T. G. Bain	V. Cacaco	Fronty	7:53.17	7:59.93	2
Miss Westchester III	Richardson	E. Hammond	Miller	8:08.38	8.47.55	4
Bay Head II	Hadley	Al Lovett	Miller	8:10.45	8:22.52	3
Hadley Plane IV	Hadley	C. Hadley	Miller	9:32.24	8:47.04	5
Sparrow V	Hacker	E. Johnson	Miller	10:21.07	.....	7

Speed best heat, Little One II, 46.406 m.ph.

151 HYDROS—UNLIMITED

Three Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	2nd heat	3rd heat	Position
Sparrow	Hacker	E. Johnson	Miller	7:30.96	7:56.56	7:55.91	1
Buckeye II	Hadley	G. Bradfield	Duesenberg	7:34.70	8:12.41	8:14.39	3
Bay Head II	Hadley	Al Lovett	Miller	7:53.36	8:00.89	8:01.60	2
Lightning II	T. G. Bain	V. Cacaco	Fronty	32:34.87	.....	.....	4

Speed best heat, Sparrow, 47.898 m.p.h.

FREE FOR ALL

One Heat, Fifteen Miles

Boat	Builder	Driver	Motor	Time	Position
Wilgold III	.....	H. W. Flickinger	Curtiss	18:53.79	1
Buckeye II	Hadley	G. Bradfield	Duesenberg	21:25.09	3
Rascal	P. A. Proal	P. A. Proal	Liberty	20:13.28	2
Snap Sea	.....	H. Alexander	Liberty	23:06.59	4

STOCK RUNABOUTS

Not Under 18 ft., Not Over 82 h.p.—One Heat—Six Miles

Boat	Builder	Driver	Motor	Time	Position
Searjp	Horace Dodge	E. W. Irwin	Universal	12:46.71	1
Snooks	Horace Dodge	J. Langler	Universal	14:10.49	2
Jubilee	Horace Dodge	Wm. Deering	Universal	14:18.36	3
Viking	Al Haviland	Ed. Von Kattengell, Jr.	Gray	14:24.37	4

STOCK RUNABOUTS

Not Under 21 ft., Not Over 125 h.p.—One Heat—Six Miles

Marie B	Chris Smith	Frances L. Meyer	Chrysler	Flagged	2
Chris-Craft	Chris Smith	.....	.....	13:27.96	1

STOCK RUNABOUTS

Not Under 25 ft., Not Over 150 h.p.—One Heat—Nine Miles

Chris-Craft	Chris Smith	Charles Smith	Kermath	13:51.21	1
It	Chris Smith	D. C. Arnold	Kermath	13:52.24	2
Miss Behave	Gar Wood	Ralph Newmark	Scripps	16:08.53	3
Gazelle	Chris Smith	C. H. Bennett	Kermath	Disqualified	

STOCK RUNABOUTS

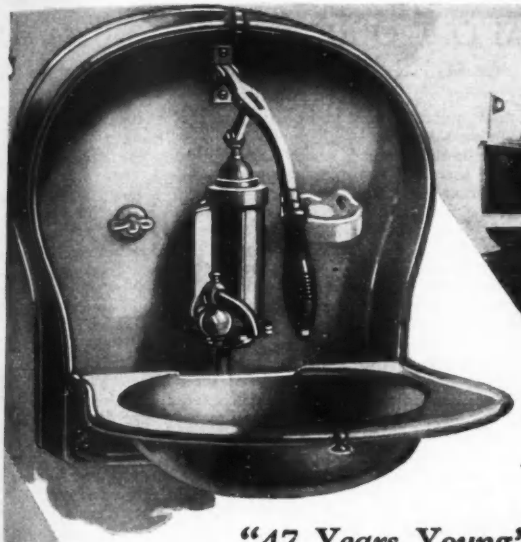
Not Under 25 ft., Not Over 200 h.p.—One Heat—Nine Miles

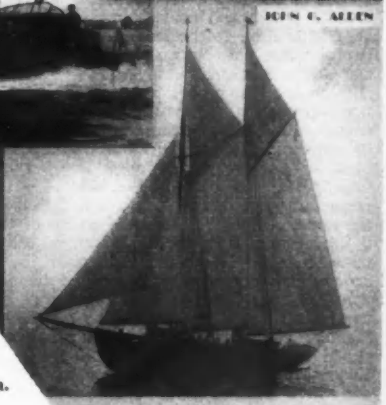
Chris-Craft	Chris Smith	Bernard Smith	Chris Craft	13:34.14	1
Chris-Craft	Chris Smith	Charles Smith	Kermath	13:34.36	2
It	Chris Craft	D. C. Arnold	Kermath	13:35.22	3
June Bug	Hacker	F. G. Adams	Kermath	13:42.09	4
Banzai	Chris Craft	A. Thompson	Kermath	14:20.68	5
Hobo II	Hacker	W. P. Buxton	Scripps	15:14.33	6
Doozenbottle II	Hacker	V. L. Englander	Sterling	15:28.43	7
Cedar Forester II	Dodge	E. W. Irwin	Scripps	17:14.31	8

STOCK RUNABOUTS

Not Under 27 ft. Not Over 250 h.p.—One Heat—Nine Miles

Boat	Builder	Driver	Motor	Time	Position
Chris Craft	Chris Smith	Bernard Smith	Chris Craft	13:08.96	1
Doozenbottle II	Hacker	V. Englander	Sterling	.....	2





"47 Years Young"

A. B. Sands & Son Co., New York City.

Gentlemen: Your goods have a way of lasting. I built an H. G. launch in 1903 and put on it the same Sands toilet that was on my old boat, the original "Merlin," designed by George Ripley and built in Brooklyn by D. Bernard, in 1882. This toilet, 47 years old, is still in use, and with the exception of a slight repair ten years ago, and putting on new washers every third year, is as good as new.

Very truly yours, ALEXANDER GLASS
Sec'y Corinthian Yacht Club, Philadelphia, Pa.

.....and that is why

SANDS

PLUMBING FIXTURES

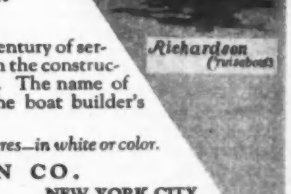
are standard equipment on all these fine boats.

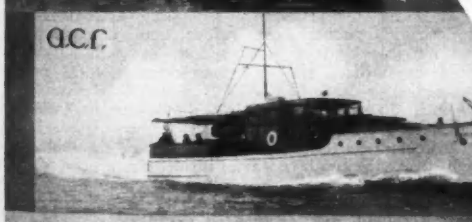
The quality standards that have produced nearly half a century of service from Mr. Glass' fixture are faithfully maintained in the construction of Sands products today. They are built to last. The name of Sands is the yachtsman's guaranty of service—the boat builder's assurance of satisfied buyers.

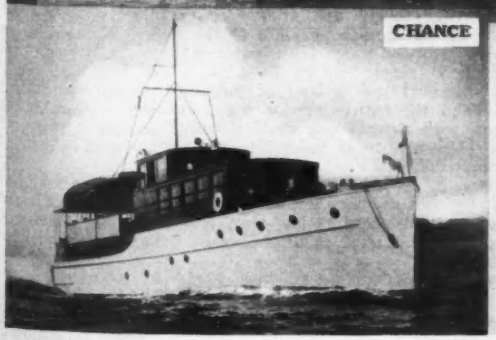
Increase the value of your boat by installing Sands Fixtures—in white or color.

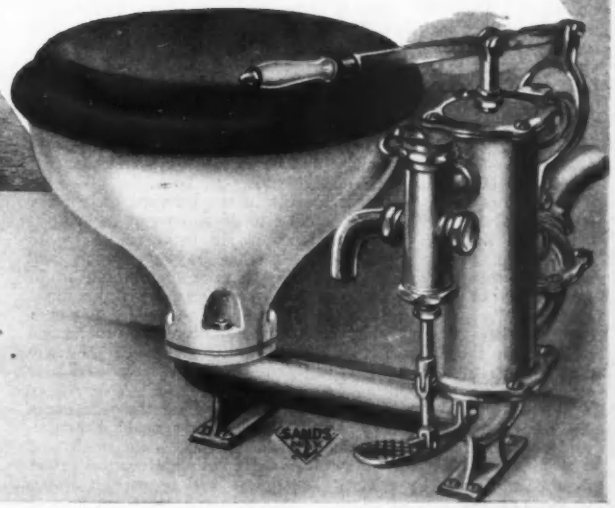
A. B. SANDS & SON CO.

22-24 VESEY STREET *Catalog on request* NEW YORK CITY









MIDGE, A 26-FOOT MOTOR SAILER

(*Continued from page* 54)

work to windward slowly and can be counted on to come about, but she requires time, none of this spinning about on her heel stuff. Reaching is her best point of sailing and, of course, she will run; for that matter, so will a hay stack. A boat of this type would sail excellently if heavily rigged and ballasted and given ample lateral plane. But then you have gotten away from a motor boat with sails and will have a sailing auxiliary. Don't put a big rig on the boat and don't change her in any respect. This business of changing a design is suicidal so far as the success of the boat is concerned. If changes are desired incorporate these in a new design; don't alter an existing one.

The lines of Midge show a wholesome little packet having a length of 26 feet 3 inches. Her water line length is 26 feet, breadth 9 feet and draft 2 feet. You will notice that there is very little drag to the keel, the purpose of this is to give all the lateral plane possible on the small draft. There is little deadrise in her sections and a hard bilge, both of which make a very stiff boat. The rabbet line is kept low and makes a sharp upward sweep between station 8 and the stern which means there is a reverse curve in the after sections. The purpose of this is to provide room for the motor base, thus permitting the engine to be set at a very small angle and keeping it below the cockpit floor. The freeboard at the bow is 4 feet 8 inches, the least freeboard is 2 feet 3 inches and the freeboard at the stern is the same. With the moderate crown of the raised deck shown—6 inches in 9 feet, the headroom in the cabin will be slightly under 5 feet. Now do not increase the freeboard or the deck crown. Once a week or oftener, I have a letter from someone who has built from MoToR BoatinG's plans finding fault with the boat performance of the boat built, and in every case the builder has deviated from the plans, usually increasing the freeboard so as to get 6 foot headroom under the carlins, sometimes increasing the length, sometimes decreasing the beam, and oftentimes changing everything. Six feet of headroom is too much for a 26-footer unless the draft is at least 3 feet 6 inches and the boat is ballasted. After all, a boat must be able, and limited headroom is not such a bad feature.

The rig of Midge works out well, simple as can be; the total area being 298 sq. ft. All the spars should be made from airplane spruce which, I understand, is obtainable in the sizes specified on the sail plan. William Fuller at City Island is a good place to have the sails made and these should be made from 8 oz. duck of good quality. I should use galvanized iron blocks throughout, keeping these oversize, ⅜-inch diameter Manila running rigging is heavy enough for everything but the main sheet which should be of ½-inch diameter white cotton rope. You will need sail covers for all three sails. Don't make the mistake of running the halyards to the cockpit; it is far better to use a spider band and goose neck on both the main and jigger booms and belay your rigging there.

The cockpit is a roomy thing and raised 16 inches above the water line so as to be self bailing. Put a 1½-inch diameter lead scupper pipe in each of the two after corners as shown and then you will not have to be bothering about rain water getting into the bilge. The hatch over the engine should be of the flush type and of generous proportions so as to give free access to the motor; 5 feet by 3 feet 6 inches is not too big. Of course, make the hatch with two lids to lift on hinges. By fitting a flat brass strip at least 2 inches wide over the hatch jambs and providing a small gutter under the joints all around the hatch very little, if any, water will leak below.

I should use a four-cylinder motor having a bore of 3⅜ inches and a stroke of 4¼ inches, weighing about 500 pounds, and turning a three-blade Columbian rocket type propeller 17 inches diameter by 10 inches pitch at 1,000 r. p. m. A power plant of this kind will give a speed of eight miles an hour.

Gasoline is carried under the seats in the forward end of the cockpit. These will carry very close to 25 gallons in each tank; tanks will measure 36 inches long, by 18 inches wide by 13 inches deep. These should be made from 20-gauge copper and have two splash plates each. It is rather a good thing to fit gasoline tanks outside the boat like these because if the tanks are carefully piped up with copper tubing and solderless connections there is only the remotest possibility of ever having gasoline in the bilge. It would be best to connect the twin tanks so as to allow using fuel from both, or from each one separately.

The water tanks will go under the cockpit on the side opposite the exhaust manifold. This tank should be made from galvanized iron and have a capacity of 40 gallons. In a small boat with limited space for water it is best to pump water rather than have it flow by gravity; much less will be used if it has to be pumped.

Unlike motor boat practice the steerer is located aft. And, of course, all controls for the motor are brought to this point along with the compass and binnacle. Here you have full command of the craft and, thanks to the low deck crown and moderate headroom, are able to see right over the bows while sitting beside the wheel. I never can see the object of placing the steering wheel up against a bulkhead where it is necessary to stand while steering. You must remember this is more of a little ship than the average small motor cruiser.

In the first place there is no wind shield. Now if she was a 10-miler, or faster, I should use a suitable wind shield and permanent top, because the wind at speeds over 8 miles an hour is very tiring. The cockpit is beautifully protected by spreading an awning over the main boom. The latter to be topped up well so as to give comfortable head room. The awning should have three or four poles in pockets extending athwartships and from the ends of these lines lead down to the deck each side. The awning is made fast to the jigger mast and to the boom at a point a foot or so forward of the companion slide. It will be just as snug inside this awning as under an ugly fixed standing top. Somehow standing tops and sails do not mix well.

There will be a lot of room under the after deck, access to which is had from hatches either side of the steering wheel. And you will find, too, if the engine space is kept clean that from the engine hatch aft there will be an excellent place for spare gear, anchors, paints, etc.

The cabin is laid out for two. And this is company enough if you expect to cruise to any extent. When three or four people bunk up in a small boat the problem of water supply becomes serious. Folks have to wash and shave and drink; and gallons go in no time. Then, too, there is the food, and the problem of finding sufficient room for its stowage. Of course for over the week end four are all right, but not for weeks at a time.

There are two berths 6 feet 3 inches long and two feet wide. Seems to me these should be about 16 inches in height without cushions. This will allow a lot of room below for drawers, two under each berth. Hooks on the mast make a fine place upon which to hang clothes at night; and there is room in the toilet room for hanging coats and dresses. A pipe berth can be fitted over each berth for the extra guest, if necessary. When folded down the pipe berth will form a lazy back for the built-in berth.

The galley contains ice box, two burner stove, dish lockers, etc., on the port side; and sink with lockers over and under it on the starboard side. Everything is handy as can be here. The bottom of the sink is sufficiently high to drain overboard, but the ice box is not. A piped up small tank should be fitted to take the drain from the melting ice. If this tank is kept clean the ice water can be used for washing. It is not a good plan to have the ice box drain into the bilge. Fresh water rapidly decays wood and if left standing forms a slime which is very ill smelling.

The toilet room is forward and perhaps a little larger than required. However, the space can be taken advantage of for hanging clothing, and there are two shelves which should come in handy for many things. I would advise connecting up the toilet with rubber hose rather than with lead pipe as is usual for this kind of work. The hose will outlast the lead, cannot crystallize, and if repairs are needful can be better managed than lead.

Three 4-inch diameter port lights should be in each side, one to be in both sides of the toilet room. There is one thing not indicated on the plans that would be desirable; that is, a hatch over the galley. The inside dimensions of this should be 18 by 18 inches; large enough to climb through.

The cabin, galley and toilet room should be ceiled with ½-inch vee edge tongue and groove fir or other suitable wood, and this ceiling should run right to the floor. Then when our little ship is heeled down bilge water will not be slopping over everything in sight.

I believe if I had a boat of this kind of my own that I should paint the entire interior some soft shade of light blue or green with natural oak cushion rails, companion steps and doors. However, most folks like the old familiar white and mahogany finish.

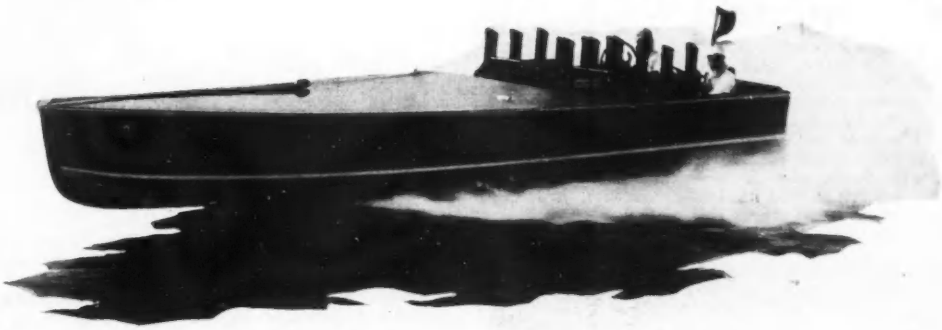
Next month I shall conclude the story of Midge including therein several sketches showing details of construction and full construction plans. Also, next month will see the beginning of an article on a small and easily built outboard motored cruising boat.

Those who contemplate building should, by all means, secure blue prints of the original drawings which can be obtained at moderate cost from the Editor of MoToR BoatinG, 959 Eighth Avenue, New York, N. Y.

H Y D E
PROPELLERS

Were Used on

MISS AMERICA VIII



In Winning the 1929 Harmsworth Trophy Races Miss America VIII Established Two New

WORLD'S RECORDS

for boats in competition. Gar Wood chose HYDE PROPELLERS because of their proven superiority. YOU can rely on the experience of Gar Wood. Equip your boat with a HYDE if you want the BEST.

Our booklet "Propeller Efficiency" will be mailed upon request

HYDE WINDLASS COMPANY

BATH, MAINE

Yard and Shop

(*Continued from page* 80)

FREIGHT RATES ON BOAT SHIPMENTS REDUCED

In an effort to secure lower freight rates for shipment of small boats the Transportation Committee of the National Association of Engine and Boat Manufacturers appeared several times before the Official Classification Committee for such a reduction. Their first attempt was made in April, 1928, at which time their representative called attention to the high delivery cost of these boats and requested that the freight rates be lowered from four times first class where it had been maintained for a considerable period. A second time in October of that year William E. Gibb, representing the boat division of the Laconia Car Company and J. J. Cummings, Traffic Manager of the New Hampshire Manufacturers Association together with the secretary of the National Association again appeared before the Committee with a renewal of the plea for the reduction of rates on less than car load lots. This time their efforts were rewarded by a reduction which became effective about September 15. The rates now in effect are as follows:

Launches, Sail Boats or Yachts (without power)	
Loose or in packages, L.C.	3 times 1st Class
Loose or in packages, C.L. minimum weight 10,000 lbs. subject to rule 34	1st Class
Rowboats, with or without sails or power:	
Fibre, steel or wood, set up	
Loose, L.C.L.	3 times 1st Class
In boxes or crates:	
Not nested, L.C.L.	3 times 1st Class
Nested, L.C.L.	Double 1st Class

The second meeting with the Committee was arranged through a direct plea to the Boston and Maine Railroad through Walter Kilvert, Vice President and Treasurer of the Laconia Car Company, to whom credit is due for this relief affecting all shippers of boats. Credit should also be given the New Hampshire Manufacturers Association and its Traffic Manager, J. J. Cummings, through whose good offices the movement for a general lowering of freight rates was last instituted.

Two Miss Americas, VII and VIII, running neck and neck in the Harmsworth Trophy Race

CHAMPION SWEEPS LABOR DAY HONORS

When Gar Good smashed all world records for speed boats during his successful defence of the international Harmsworth trophy on the Detroit River Labor Day, he brought to a climax the most impressive series of triumphs ever won in America over a three-day period by Champion spark plugs, according to O. C. Rohde, chief engineer of the Champion Spark Plug Company.

The winning boat and Miss America VII, driven on almost even terms with it by George Wood, Gar's brother, were champion equipped. Both of the famous Wood brothers, as well as Orlin Johnson and Capt. I. M. Woolson, chief Packard aviation engineer, who were at the throttles of the two boats, were warm in their expression of congratulation and thanks for the unfaltering performances of Champion plugs during the strenuous ordeal.

Another of the speed-loving Wood family, Phil, carried off the runabout handicap in the Detroit Labor Day regatta by winning two heats with the Champion-equipped Baby Gar. Joe Lodge's Dee White, which took the third heat of this race, also carried Champions and Thunderbolt, winner of the 151-hydroplane event, was similarly powered.

N. Y. MARINE BATTERY DEPOT

Yachtsman desiring to replace their storage batteries and those who have specialized electrical repair work to be done on their marine equipment will find an official marine battery depot handling Willard Batteries conveniently located in the heart of New York City at 300 Lafayette Street.

The service specializes in automobile, radio and aeroplane work as well as marine repairs and is prepared to render efficient service in overhauling electrical devices such as starters, generators, magnetos, etc.

Gar Wood, America's speedboat king, at the Harmsworth regatta

TWO YARDS PUT IN CHRYSLER SERVICE

Two general shipyards in the New York district are now authorized Chrysler marine service stations, according to an announcement from the factory in Detroit. These are the Consolidated Shipyards, 177th Street at the Harlem River, and Garlock & Brewster, Bayshore, L. I. Both are firms of long standing, well-known in the marine world. They have greatly enlarged their facilities to render any kind of service to Chrysler-powered craft.

Arrangements have also been made with the Lyon-Tuttle Corp., at City Island, and the Wheeler Shipyard, located at the foot of Harway Avenue, Brooklyn, to handle work on Chrysler marine engines. Both companies build boats with Chrysler engines as standard equipment, and carry large stocks of Chrysler parts.

It is pointed out that this is an unusual plan for the extension of service to boat owners, making it possible for them to get complete attention for engine as well as hull at one port of call instead of at two as formerly.

A carload of Chrysler Imperial and Royal marine engines ready to be shipped to the Sea Sled Corporation at West Mystic, Conn.

(*Continued on page* 140)

The boat shown is the Sea-Lyon 45, a 30 foot runabout powered with a Sterling Petrel engine. Connoisseurs say this is the best designed, best built, best performing runabout ever produced. Seats for eleven passengers. Price $5850. Other Sea-Lyon models, $2,975 to $30,000.

When a Man Buys His Fourth Boat

MOST of the purchasers of Sea-Lyon runabouts are men who have already owned from one to nine boats. When a man buys his fourth, his sixth, or his ninth boat, he is entitled to qualify as an expert in runabout performance and selection. He knows by experience what to expect, what to look for, what to avoid.

There is a world of difference in boats, even in those of similar size and power, not only in speed or appearance, but in smooth riding and comfort, in seaworthiness and ability to take punishment, in strength and sturdiness of construction, in the niceties of finish and refinements, in ease of control.

It is obvious that the real value of a superfine boat must include hidden qualities of design and construction only evident to the most experienced observers. That we find our largest group of buyers among men who know boats best is, we feel, substantial proof that Sea-Lyon represents the utmost value in the runabout field.

Let us give you a ride in a Sea-Lyon. Write or phone—

HOWARD W. LYON
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HOTEL BARCLAY 532 Lexington Avenue (at 49th Street) **NEW YORK**
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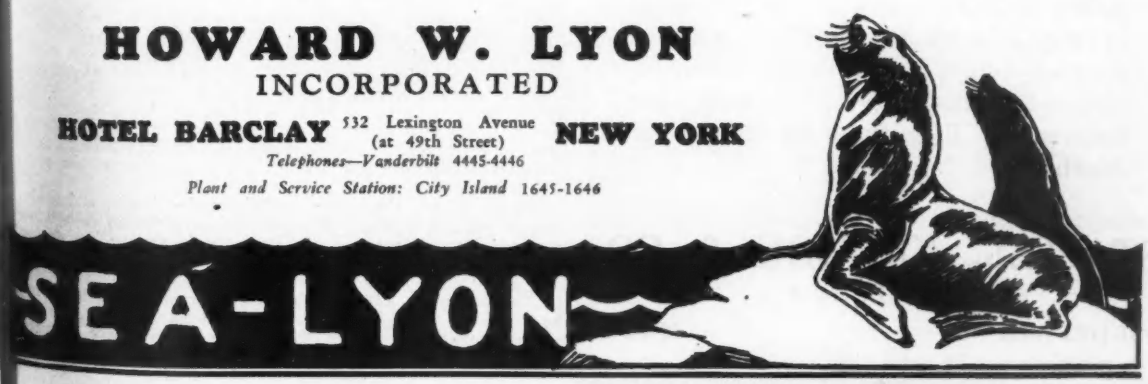
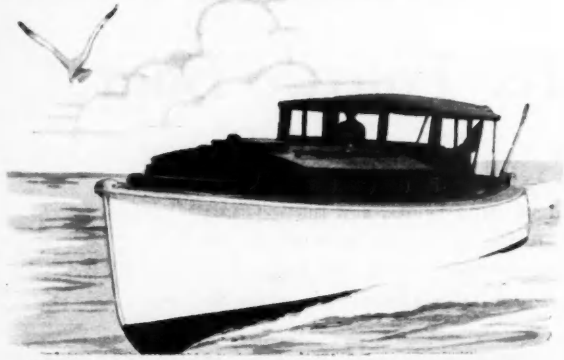
Plant and Service Station: City Island 1645-1646



Again STAPLES JOHNSON proves that ··· "It costs less to build better boats in Maine"



Announcing the new MARBLEHEAD for 1930!

A hull that has been put to the test of open water for two solid years! . . . 34 feet from stem to stern! . . . stout as a Gloucester fisherman! . . . smart as a streamline sport cabriolet! . . . dry as your living room! . . . fast enough for real enjoyment! New in cabin arrangement . . . new in bunk comfort for four persons . . . new in galley design . . . new in appointments . . . new in price, for standardized production makes it the fullest value in the 34-foot class. Write us today for descriptive literature on the New Marblehead for 1930.

STAPLES, JOHNSON & CO.

R. F. D. No. 3

BIDDEFORD MAINE

Caribbean Blue

(*Continued from page* 48)

the ruined site he named Santo Tomas, and these two are shown on U. S. Navy Hydrographic Office chart No. 1380 as one lake, designated, "brackish lagoon."

I had been taking movies of my fellow waders, and I stopped on the farther bank of the inner lagoon to reload the camera. I was disappointed not to see any of the colony of flamingoes which had provided Ludlow Griscom with specimens for the American Museum of Natural History two years ago. Herons there were galore, and the lovely white ibis, but no flamingoes.

We plunged into the bush, and about a half mile away found the hut of a native, who joined us. We went first to Spinden's temples of Santo Tomas, of which I made photographs. Leaving these we began to encounter tumbled walls through the woods which had probably marked divisions of property, and mounds which had been the bases of buildings now entirely collapsed.

A mile or so southwest of Santo Tomas we discovered the remains of what was once undoubtedly a religious center of some importance. There were the ruins of three buildings and a stone roadway connecting two of them. The first of these was a temple topped by a round stone cupola, being the second building ever found with this feature of architecture. The first one was found by Spinden and me at Muyil, a ruined city which we reached by following an old Maya water trade route in a skiff propelled by a Johnson outboard. This second cupola was four feet high and four feet in diameter, and we are not sure yet whether it was a product of Maya architecture, or whether it was built by the Toltecs who are supposed to have conquered Yucatan about 1200 A. D.

At the end of the road of stone slabs, seventy yards from this temple, we found a cave containing a spring. And at the edge of the spring stood a tiny square stone shrine, chiefly interesting to me because it is the most perfectly preserved Maya building I have ever seen. In the darkness of the cave the stucco shines as brightly as if the shrine had been built within the last decade, instead of from 400 to 1,000 years ago.

Near these buildings we found another group of three, these being of the larger, rectangular so-called palace type. Stone walls criss-crossed in the thorny undergrowth between the two groups, which probably constituted a single center of worship. No doubt the focus of this was the spring in the cave, for water was of great importance to the Mayas, particularly to that branch of the race which lived in rocky and rather dry Yucatan. It requires no huge effort of the imagination to visualize some of the rites to rain gods and water gods which were solemnized under the flickers of resinous torches in that gloomy cave.

It has been established beyond question that the whole island of Cozumel had particular ritualistic significance to the Mayas, who made religious pilgrimages to the isle from points even two or three hundred miles away. The island gets its name from Teel Cuzam, the swallow-legged, probably the patron divinity of the place, although little is known of this deity. Other gods especially worshipped on Cozumel were Ahulné, or Ahulané, generally depicted with an arrow in his hand, and Ixchel, the Lady of the Rainbow. The latter was the wife of Itzamna, perhaps the most powerful god of the Mayas, and she was also the Goddess of Medicine.

Naturally, too, this island witnessed much burning of incense by ancient sailors and fishermen to their special gods of the sea, and in several places just above utmost highwater are remains of the type of temple which I have nicknamed the light-house temple, because it served not only as a house of worship but as a landmark to mariners as well.

These ruins which we had just found I named *Ucul Ha*, meaning in the Maya of Cozumel, Drinking Water.

When we got back to the coast from Ucul Ha, after stopping to reinforce our luncheon of sandwiches with papayas and coconuts, we found the motor boat Oscar tugging madly at her anchor rode in the beginnings of a norther. The skipper and engineer favored our making a night of it in the hut on the beach, but the German and I, who had not brought our hammocks, decided in favor of putting to sea at once. Oscar was a stout craft, and the skipper agreed that she could probably reach home through this norther, which did not promise to be a severe one.

To get aboard the motor boat from the fragile and cranky dugout was a matter of some delicacy, however, and we wrapped our cameras in our waterproofs against the driving spray.

Oscar's stout Lathrop started at once and shoved the boat lustily seaward. After getting eight or nine feet under her keel we put her head toward Northwest Point. After we rounded that promontory the norther would have to make a stern chase of us. But in the meantime the skipper and

(*Continued on page* 108)

Advertising index will be found on 3rd last page

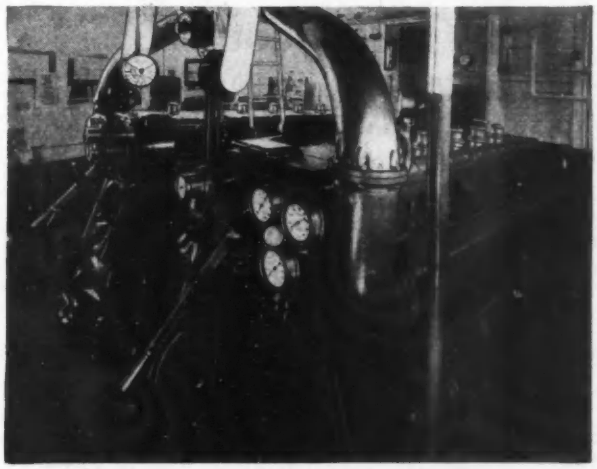
Speedway DIESEL ENGINE

Speedway engines, built by Consolidated, represent the ultimate achievement in Diesel design and construction. Their outstanding characteristics are light weight — high power and speed — simplicity of operation — fuel economy — and unfailing dependability.

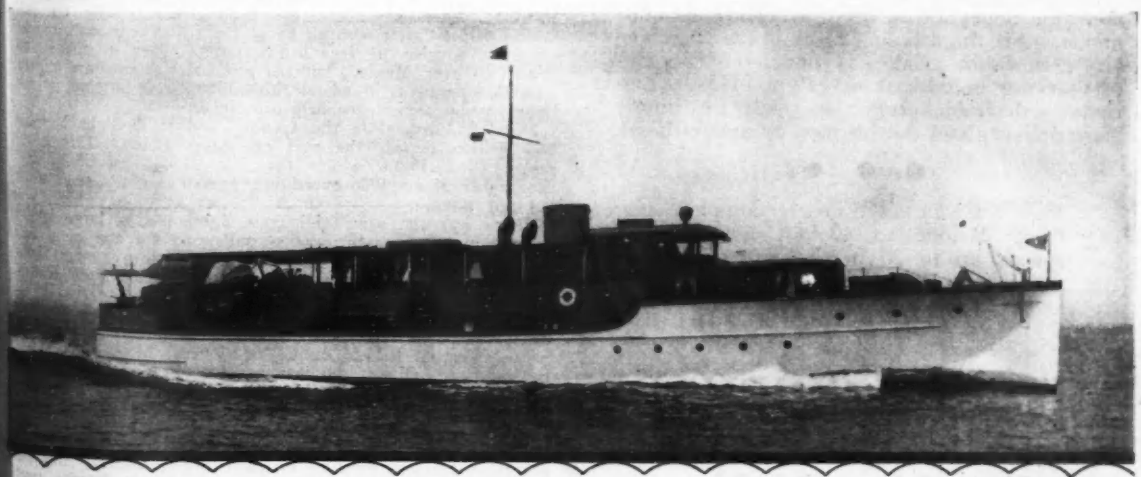
Whether you are considering the building of a new yacht, either in steel or wood, or repowering your present yacht, our marine architects and engineers can be of value to you ... offering suggestions in design, and giving exhaustive information about the new Speedway Diesel.

Below is illustration of the "SOLANA", built by Consolidated for Mr. W. C. Robinson of Pittsburgh, 106-feet in length with sleeping accommodations for eight. Powered with two 300-h.p. Speedway Diesel Engines.

Prepare for yachting's banner year — place your order now for Spring delivery



Engine room of SOLANA illustrating the twin Speedway Diesel Engine installation.



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36-Foot

WHEELER "PLAYMATE"

200 h.p Sterling Petrel Motor
Speed 21 m. p. h.

This standard WHEELER "PLAYMATE" is the last word in marine craftsmanship. It combines the three desirable features of speed, seaworthiness and comfort. It has beauty, trimness and power and is absolutely safe and dependable. It is luxuriously appointed. Owner's stateroom, with two large comfortable berths, is forward. Has ample locker space, large ports and specially designed electric light fixtures. Adjoining is a spacious dressing room with large bureau and full length closet. Opposite is an entirely enclosed, completely equipped lavatory with wash basin, medicine closet and all other necessary appointments. Aft the dressing room is the large and airy main cabin. Galley is conveniently located for serving in cockpit or cabin. This exceptionally desirable cruiser is ready for immediate delivery and can be seen by appointment.

The WHEELER Line is complete from 21-foot to 40-foot lengths; speeds up to 30 m.p.h., and prices ranging from $2,150.00 to $12,750.00.

Write for Catalog "A"

WHEELER SHIPYARD
FOOT HARWAY AVENUE,
Brooklyn, N. Y.

Tel.: MAYflower 7600

Caribbean Blue

(*Continued from page* 106)

engineer abandoned their tales of piracy and buried treasure, a sure sign that they took the situation somewhat seriously. And we did ship one biggish sea as we turned onto our westerly course after getting out of the shoals which margin the whole northern shore of the island.

Of course, losing the boat would be unpleasant, not to say expensive, but the German and I had no fear of personally falling into a watery grave. We were confident that we could at any time run the boat into water shoal enough for us to wade ashore. So, elated by our discovery of Ucul Ha, we sang and laughed and generally made merry, somewhat to the disgust of the more cautious natives.

However, the latter cheered up somewhat upon making the tardy discovery that there was a plug of chewing tobacco in my knapsack of sisal fibre. They became positively jolly when we rounded Northwest Point without mishap, and with deep water close inshore now shot southward with the land darkening fifty yards on our port hand.

The mishap came when we landed at the pier off San Miguel. A big motor boat lay at the end of the leeward side of this, and with the tide out we could not go inside of her. We lay off the dock end a few minutes thinking she would back out to let us land. But her captain indicated no intention of doing this, and weakly, we did not insist. Instead we attempted to land at the very end of the pier, with waves threatening to crack Oscar's side against the piles.

In going forward preparatory to making a jump for the dock I slipped in a pool of oil and fell slap into our Lathrop. The flywheel gave me a mean bruise on the ribs, and before the engine was stopped I got an unpleasant burn in the same locality. Perhaps this justified the profanity I hurled at the unobliging skipper of the other launch. I hope so.

The next day began for me as a day of iodine and Carron oil and meditation, but it ended with feverish planning, and with running about negotiating for a substitute packet when we learned that in an interim trip to the mainland *Leon de los Mares* had just cracked a cylinder. We were all in a hurry to begin the next leg of the trip—a run to Ascension Bay in order to see General May, Chief of the Independent Indians of Quintana Roo. But luck fell upon us in the shape of the arrival of the yacht Mermaid, powered with diesels. She belongs to the three Melhado brothers of Belize, who are known throughout Central America for their success in business and their love of gentlemanly sport. Yates had a business connection with them, and as soon as the Mermaid's captain heard of our plight he offered us the use of the yacht, saying he was now returning to British Honduras anyway, and would not mind stopping over at Vigia, on Ascension Bay, while we went inland to see the Chief of the Indians.

And so in a long, narrow, luxuriously appointed yacht we began rolling down to Ascension Bay. It was a relief to say good bye to Cozumel. That place always interests me and just as surely gives me the blues. There is something horribly depressing about the people, particularly the half Indian society girls who go about the street with half an inch of white powder on their brown faces. They do this in the towns all over Mexico, but the girls of Cozumel are stunted, anaemic creatures, in whom this unintelligent attempt at self beautification seems peculiarly grotesque.

We left Cozumel in the evening, and at daylight Mermaid was rolling outside the reef off Allen Point. This is the same Allen Point which the late Ogden McClurg, Hydrographer of my 1926 expedition, proved is not a point at all, but an island.

There was the same ridiculous lighthouse, a large lantern hauled up every night over a pulley to the top of a steel girder. There was the wreck of the Mexican gunboat Independencia, still rusting on a mudbank off the little port of Vigia Chico.

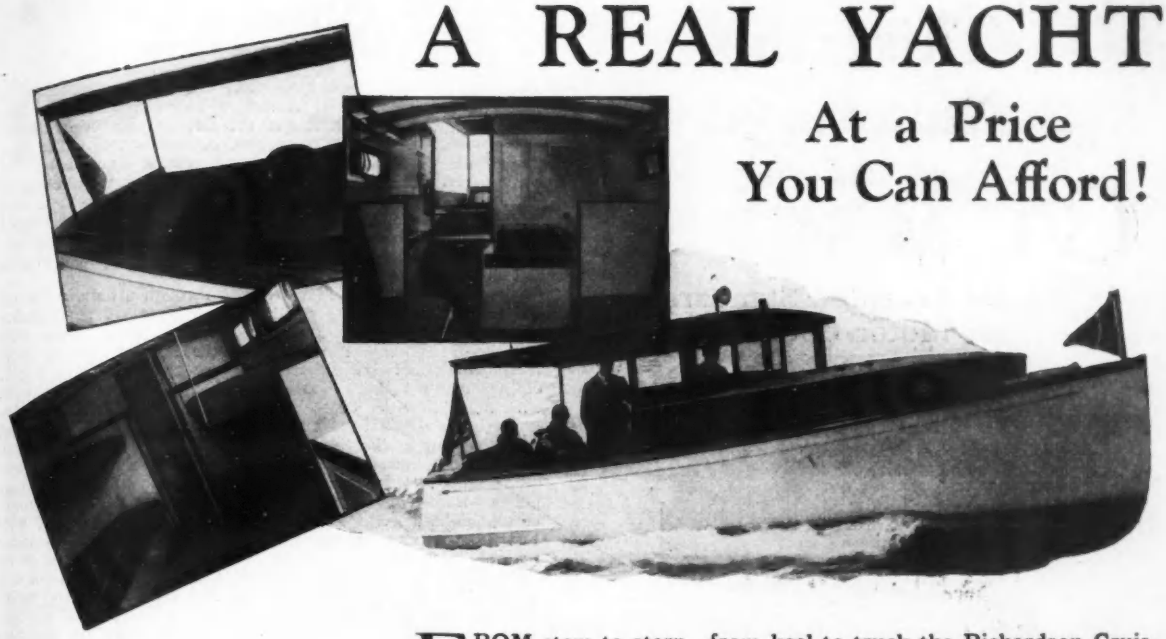
Yates and Adams and I went ashore and took the little train, consisting of a gasoline motor and three flat cars, to Santa Cruz de Bravo, capital of General May, chief of the Independent Indians. My companions were intent on doing chicle business with him, and I wished to learn the whereabouts of two ruined cities, alleged to be forbidden to white men, the existence of which he had hinted at to me during my previous visit. Yates and Adams were luckier than I. They got their business through in short order, whereas May told me that the cities I was after were far in the interior, much more easily reached from the southern end of the Yucatan railroad system at Peto than from May's capital. So I determined to return to the yacht immediately, and press on for the exploration of British Honduras. We sailed from Vigia in the small hours of the following morning.

(*Continued on page* 110)

Advertising index will be found on 3rd last page

A REAL YACHT

At a Price You Can Afford!



FROM stem to stern—from keel to truck the Richardson Cruisabout is every inch a yacht. Every curve—every line—has been designed by Eldridge-McInnes, those world-famed architects, and built into her by Richardson craftsmen to make the Cruisabout as graceful as the clipper ships of by-gone days.

Aboard the Cruisabout you'll find the comforts of a yacht of much greater length and beam. The spacious windshield protected cockpit gives room to rest and relax or to carry a dozen or more guests. The quiet Gray 60 H.P. Marine Motor when driving the Cruisabout at 12 knots permits conversation in a whisper.

The artistically decorated, snug, cozy cabin with every convenience and accommodation is plenty large enough for four to live aboard in hotel comfort.

And the polished mahogany superstructure, glistening white top sides and an interior finish comparable to that of a mansion makes the Cruisabout a yacht for which the owner need never apologize. Underneath this piano-like finish are strong, durable, flawless materials and a standard of construction and workmanship unsurpassed in the boatbuilding industry that assure a life time of use.

Priced at $3585.00 the Cruisabout is a value worth investigating. Inspect this jaunty yacht or write today for Cruisabout booklet "E" which we'll gladly mail without cost or obligation to you.

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These dealers will be glad to show you the Cruisabout.

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Richardson Cruisabouts

This is the Diesel Age

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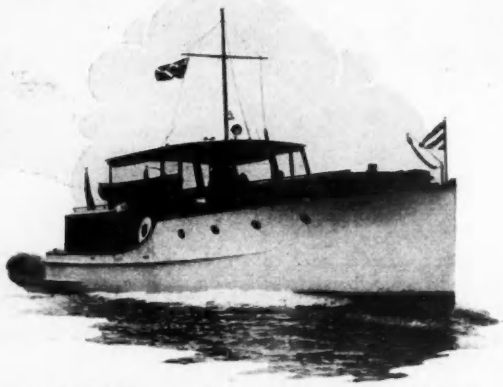
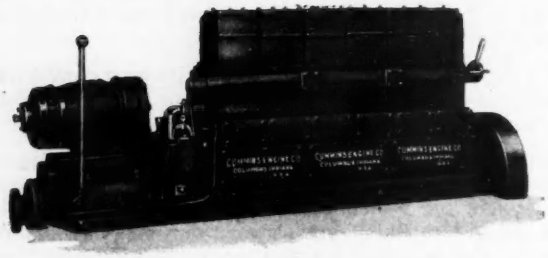


ALBATROSS, a 38'9" cruiser designed and built by Frederic P. Humphreys, Inc. Powered with a 60 H.P. Model U Cummins Diesel, it has a speed of 12 M.P.H.



GREAT fuel economy and the absolute banishment of the fire hazard are recognized characteristics of Diesel power. Mechanically, the Cummins Diesel engine is superior to all other Diesels for pleasure craft up to 75 feet in length.

The Cummins is a power plant designed particularly for marine service with a power range up to 170 H.P. —one to six cylinders.

Write today and let us tell you in detail why the Cummins is the better Diesel.

BUY A CUMMINS DIESEL CRUISER

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CUMMINS ENGINE CO., Inc.

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New York Office:
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Telephone: Murray Hill 6065

Caribbean Blue

(*Continued from page* 108)

I cannot reiterate too often that this coast offers much to make for the pleasure of American yachtsmen. If they continue to ignore it much longer the British may begin to suspect them of a lack of enterprise, or intelligence. The easterly trade wind blows evenly, and almost unendingly. To sailing men accustomed to the maddening summer calms of our Atlantic coast this wind seems almost too good to be true. Whenever we felt like fishing we slowed down and dropped a spinner over, and soon hauled in all we wanted, mostly barracuda and rockfish. But there are also tarpon and kingfish and dozens of other varieties aplenty.

Just before sundown Mermaid ran through a hole in the reef off Xcalak (pronounced shkalah). This port is the southernmost settlement on the coast of Quintana Roo. None of us had any intention of landing, and the strip of smooth water where we anchored was wide and long enough to seem a piece of international sea. The idea of any rigmarole or ritual with the authorities of the port therefore appeared superfluous. But the Mexicans have their dignities to maintain. Our hook had not been in the sand five minutes when we saw a dugout canoe putting out from the shore, and after a stiff fifteen minute paddle two Mexicans boarded Mermaid and asked to see her papers. They were most affable and made us no trouble at all. Therefore, I hope I shall not be misunderstood when I say that it occurred to me that another time one might anchor several miles up the lagoon behind the reef, and, just as the policing canoe was approaching, snatch up anchor and not drop it until one had run miles away to the other end of the lagoon. Anyone anxious to avoid the canoe could maintain this process until the paddlers were worn out and yet seem to be within his rights, for so far as I know there is no Mexican law against a skipper changing his anchorage when he deems he has taken an undesirable one.

Early morning found us again on Caribbean blue. But north of San Pedro on Ambergris Cay—a great coconut plantation—we dodged through the reef once more and ran close to the island as a shortcut into Chetumal Bay.

Corozal, British Honduras, on the western shore of Chetumal Bay, is possibly the second largest town in the colony. It is a pretty place where yachtsmen may get fuel, fresh meat and excellent British canned goods. The mouth of the New River is about a mile south of the town.

Not many miles above its mouth the New River, while deep enough for a large packet, becomes so narrow and tortuous that when a fifty-foot craft swings her bow around a bend she often finds her stern peppered with ants and other tropical insects which drop aboard as the after end of the ship brushes the bank. At any rate, after several days on blue water one finds this particular form of ditch crawling an interesting change. It should be added, that the venomous snakes, which are abundant in this region, do not share the penchant of the bugs for investigating river craft.

The bush hamlets along the New River have picturesque names, reminiscent of the picturesque past when this country was a battlefield for British buccaneers, Spanish land pirates and native Indians; Pembroke Hall, Santa Cruz, Caledonia, Chan Bank, San Estevan and Orange Walk. Although these places are in the British Empire their inhabitants speak more Spanish than English.

At Orange Wall I left the boat to board a white horse, on which I rode eastward to Honey Camp, a post and experiment station of the American Chicle Company and of the Beechnut Packing Company. Yates and Adams had painted a glowing picture of this spot, but not an exaggerated one. Situated on a good sized lake which has a number of local names, Honey Camp is a cool oasis in the hot, thorny bush. Here these great American corporations are trying to test the capacities of the sapodilla tree when it is permitted to grow on cleared ground without the competition of other jungle growth. My particular business in this neighborhood was to investigate the existence of mounds of archaeological significance. When I had finished this work I was alone with Manuel Esquivel, manager of the camp, and his family, Yates and Adams being now in Belize. When it came to the question of my joining them, and I explained to Esquivel that I wanted to see as many of the rivers and waterways of the colony as possible, he made arrangements for a motor boat to come up from Belize to meet us at Bomba Bank, on the Northern River. Esquivel and I left Honey Camp at nine o'clock in the evening to ride twenty miles to Marskall's Bank, which is about three miles up stream from Bomba Bank over water too shallow for our motor boat, water which we were to cover in what the natives call a dory, that is, a long dugout canoe.

I shall never forget the beauty of that moonlight ride. First

(*Continued on page* 112)

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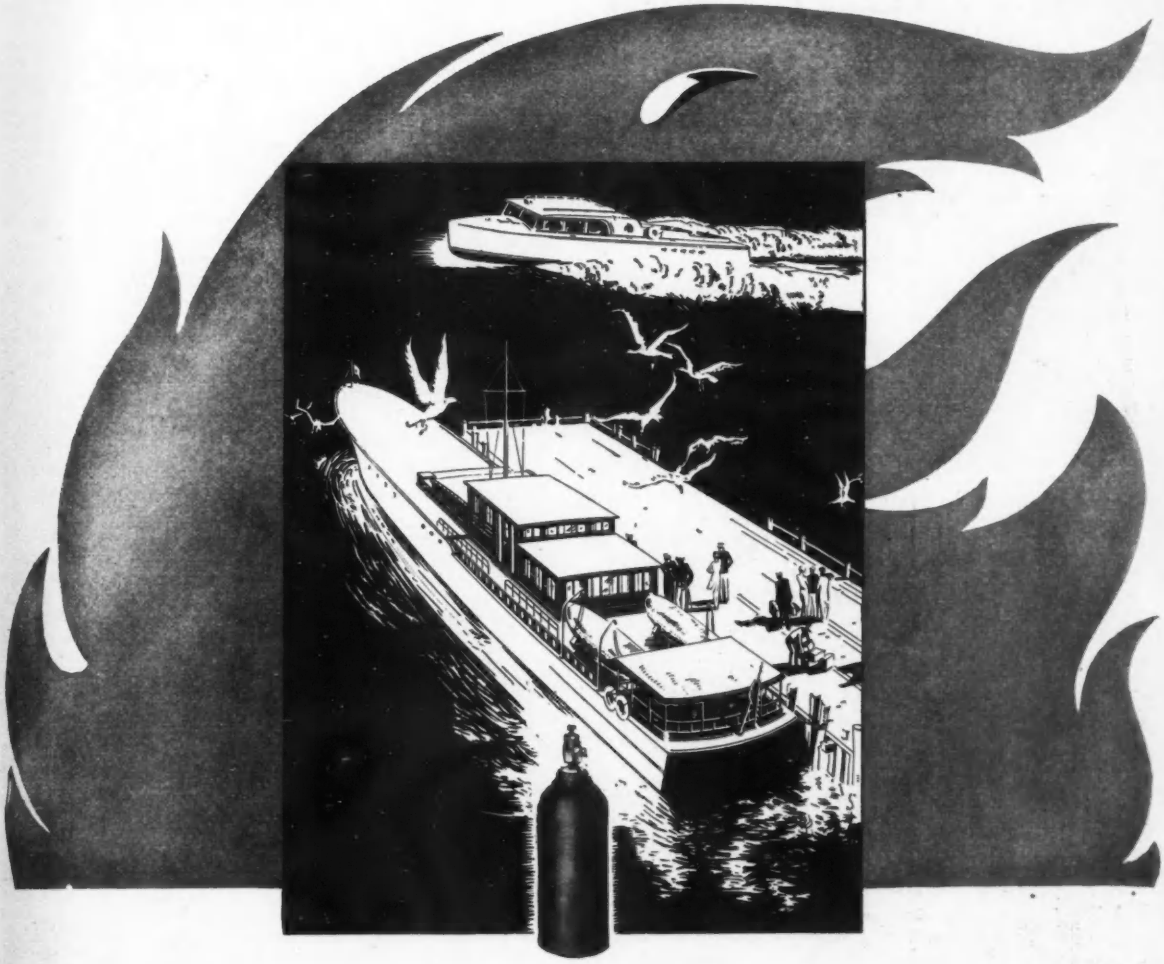
KILL FIRE WHILE IT IS YOUNG



Every cruise a pleasure trip when ALFITE stands guard

You're proud of your boat. It's a real pleasure to use it and to entertain your friends on it!

But are you safeguarded against the danger of fire?

Fire has never interrupted a cruise when an ALFITE System has guarded the boat! One pull on a release lever discharges the ALFITE System — and when this System goes into action it's only a few seconds before the fire is completely out.

ALFITE Gas, deadly to fire, is released from small steel cylinders by the control mechanism. Fixed piping carries this gas to the fire space, extinguishing the fire almost instantly. Then, ventilation removes the gas, leaving nothing to clean up.

The ALFITE System is simple. It is moderately priced. It never fails — for one simple valve seals against leakage and assures rapid, complete discharge when needed.

A copy of "One Fire is Too Many" — a booklet completely describing this system — will be sent on request. American-La France and Foamite Corporation, Engineers and Manufacturers, Dept. S11, Elmira, N. Y.

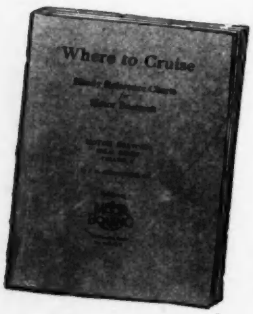
AMERICAN-LA FRANCE AND FOAMITE PROTECTION

A Complete Engineering Service

For Extinguishing Fires

This FREE Book

Will be a Great Help in Planning Your Cruises



GET the most out of boating by planning your cruises well in advance. Plot your courses from the latest available data and charts. Enjoy your boat to the fullest extent and see all the most fascinating ports and harbors along your cruise routes.

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Caribbean Blue

(*Continued from page* 110)

we traversed what is called pine ridge country, which is just what the name implies. The marvel is to find it in the tropics —open sandy ground dotted with noble pines—and surrounded below its high isolation by the usual thick, fetid bush of the tropics. Then we descended to the river through a narrow trail where the huge windmill sails of great cohoon palms bulked grotesquely against the moon.

Daylight was creeping up the river as we walked our horses into Marskall's Bank. Our two dorymen were ready, and we lost no time about getting aboard. Esquivel and I stretched out in the waist on my two duffle bags, which had been sent ahead from Honey Camp by mule. Soon we were napping while an old negro steered in the stern and the paddle of a younger one parted water lillies under our bow.

I awoke to hear Esquivel saying:

"There's no motor boat here."

We were rounding a bend above Bomba Bank, and could see that the little anchorage was vacant of craft except for two bungays and five or six canoes.

"Today is annual regatta day in Belize," remarked Esquivel. "Probably our motor boat's crew couldn't tear themselves away from the races."

However, after our all night ride we realized that the immediate problem was breakfast. A tall, dignified colored man sitting on a log was pointed out to us by some urchins as one of the first citizens of Bomba Bank. We accosted him respectfully, realizing that we looked like a pair of tramps. He said his name was J. A. McKoy, and he opined his wife could get us some breakfast.

Some breakfast it was. Oranges, papaya, oatmeal, ham and eggs, steak, tomato and onion salad, toasted tortillas and coffee. While we were making the futile attempt to exhaust the stacks of food which the tall man's tall, statuesque black wife put before us we explained to Mr. McKoy our transportation predicament. He suggested that he could take us to Belize in his bungay. He would do this for ten dollars, whereas the motor boat was to have cost twenty. The trip by sailboat would be slower, for the trade wind would be dead ahead on the river and the boat would have to be poled until she reached the lagoon two miles away. Thereafter, the bungay would be as fast, or faster, than the motor boat.

We accepted Mr. McKoy's offer with alacrity, and immediately embarked. The boat was an open one, double ended, 32 feet overall by 6 feet 9 inches beam by 2 feet 9 inches draft. Her type has no centerboard, yet does well in windward work. Her one mast and spritsail lay along the cross planks over the empty hold which provided seats for us.

McKoy brought one other passenger aboard, a gibnut, or sort of small wild pig, in a cage. This was to be sold in the Belize market. In the tropics meat spoils so quickly that one does not kill until one is ready to eat.

Just below Bomba Bank the river narrowed greatly. Indeed brush and roots projecting from each bank had recently been cut away by the river men in order to prevent interference with boat traffic.

McKoy and his helper had not poled our craft more than a mile when we heard on the morning air the distant throb of an engine. In fifteen minutes the motor boat we had chartered came around a bend. After a good deal of consideration and palaver we decided to move aboard her. I didn't like the looks of the three negro boys making up her crew. Their only excuse for being late was that they had thought it more convenient to anchor for the night in the lagoon than to come up the river by dusk. This did not explain why they had not risen early enough in the morning to reach Bomba Bank while we were coming down from Marskall's Bank in the dory. But I saw that Esquivel preferred an engine to a sail, and the genial manager of Honey Camp had treated me with so much kindness that I wanted to defer to his preferences. Still it was with some misgivings that I left the bungay and her likeable skipper.

My misgivings were soon justified. We had hardly reached the lagoon before the captain, who had a gruesomely misshapen sixth finger on each hand, ran the boat onto a mudbank off a small cay with a hut on it. He explained then that the supply of lubricating oil had been brought in an open tin where it had been spoiled by seawater dropping into it; and we could go no further without oil. The engineer waded ashore to get coconut oil as a substitute. I had never heard of using this, but the engineer said it would do. However, the occupants of the hut had none. They suggested that we run back up the lagoon, about a mile out of our course, where lived another negro family who might have coconut oil. I was furious, and am afraid my language was something of a surprise to Es-

(*Continued on page* 114)

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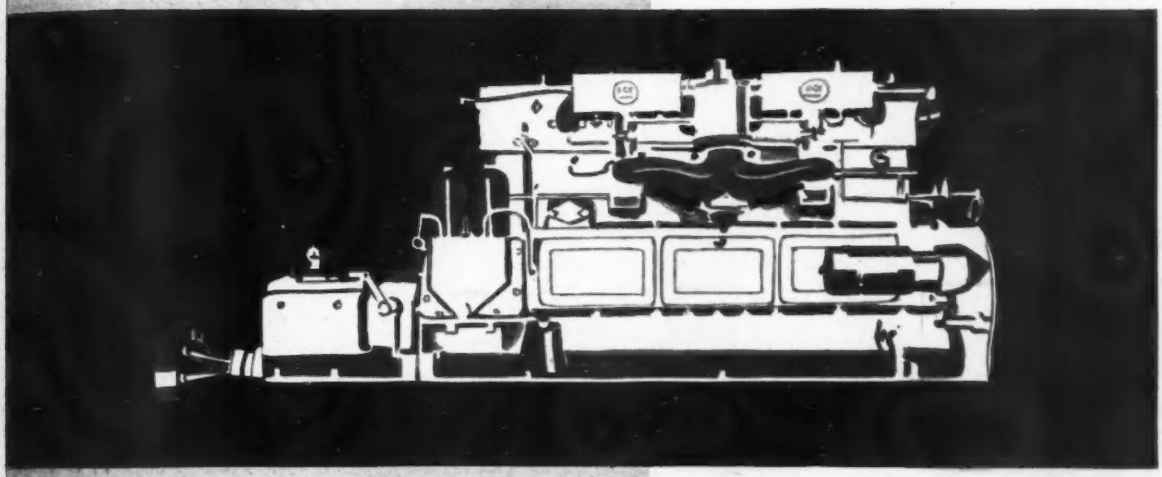
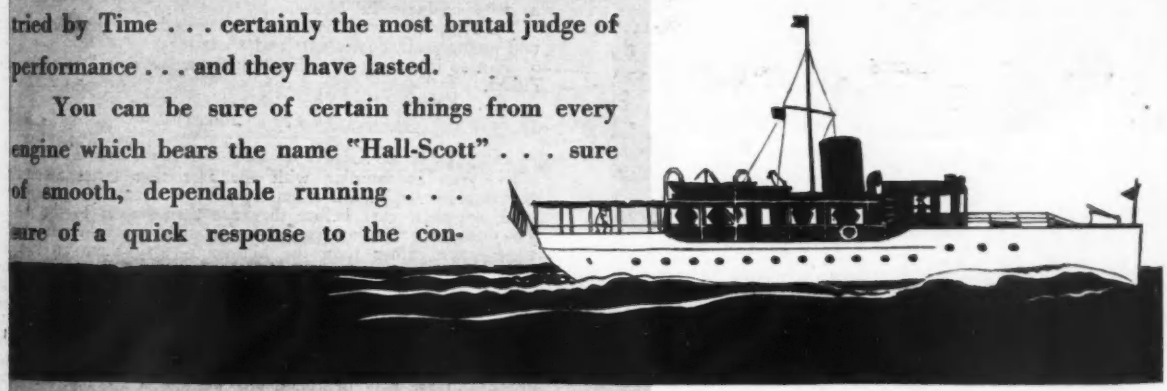
You *get* the good things you expect of the HALL-SCOTT MARINE ENGINES



You *could* take the Hall-Scott engines wholly on faith . . . but you don't need to! They have been thoroughly tried by Time . . . certainly the most brutal judge of performance . . . and they have lasted.

You can be sure of certain things from every engine which bears the name "Hall-Scott" . . . sure of smooth, dependable running . . . sure of a quick response to the controls . . . sure of perfect maneuverability in any water.



We believe sincerely that Hall-Scott is the finest power you can put into your boat . . . and we back that faith with Hall-Scott's long experience in the building of marine, aviation and automotive power plants.

You can inspect the Hall-Scott engines at any A.C.F. marine salon. Do it leisurely . . . ask as many questions as you like. Why don't you stop in soon?

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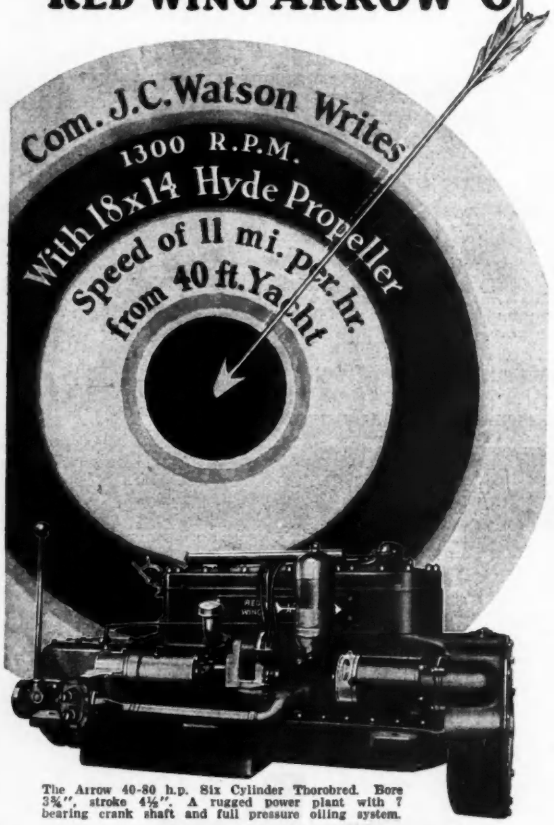
Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

Another Direct Hit
by the
RED WING "ARROW" 6



The Arrow 40-80 h.p. Six Cylinder Thorobred. Bore 3¾", stroke 4½". A rugged power plant with 7 bearing crank shaft and full pressure oiling system.

Mr. Watson, like all proud owners of Red Wing Thorobreds, is well pleased with the performance of his "Arrow" model 40-80 h.p. With an 18 x 14 Hyde Propeller he gets 1300 R.P.M. and a speed of 11 miles per hour from his 40 foot yacht, and says: "It is certainly a pleasure to operate an engine like the Arrow 40-80 h.p. Thorobred."

RED WING MOTOR CO.
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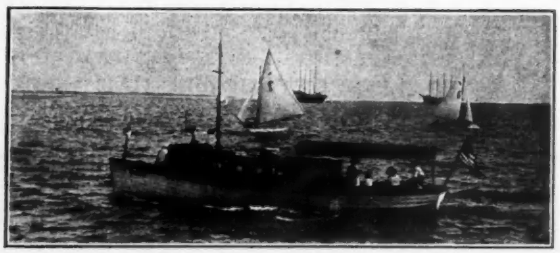

The Anna "W"—40-foot yacht owned and operated by J. C. Watson, commodore of Pensacola Yacht Club, Pensacola, Fla. Winner of Consistency Prize in recent Pensacola-Camp Walton Cruiser Races.

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Caribbean Blue

(*Continued from page* 112)

quivel. My temper was not lessened when we discovered the boat seemed to have no intention of leaving the mudbank. All hands had to get overboard and flounder about in mud which was the home of baby alligators and other unpleasant marine creatures before we could get the boat free.

However, the next negro hut did provide coconut oil, and the engine *did* run on it, after a fashion. That is to say, it stopped every half hour or so, and kept Esquivel and me in a constant state of worry after we got out onto the open sea where the strong trade threatened at each stoppage to blow us onto an unpleasant looking leeshore inhabited only by land crabs, alligators and crocodiles.

It was mid-afternoon before we saw the thin twin fingers of the Belize radio, dead ahead. And later, off to starboard, a low long white blot which was the Belize Golf Club, whose piazza, always swept by the trade, and affording a lovely view of sea and the offshore cays, is the most desirable spot in the capital of this British colony. There, in two or three hours, I promised myself I should be sitting, with a long Tom Collins in my hand. There, for a day or two at least, before starting up the Belize river, which I planned to travel in a motor boat to the head of navigation. But not in *this* boat, and not in any boat with *this* crew. Esquivel was now passing the time with stories of the difficulties of navigation on the Belize River, and how, at many rapids, boats have to send a hawser ahead up stream so that winch may help motor in fighting the swift current.

We were now so close to Belize that we could see that the regatta was still on, and even watch the course of the race then in progress. This was a contest among lighters. The lighter is a heavily built, shoal draft cargo boat with a sloop rig. She is much used for commercial purposes in the colony, and is a fast and able sailer. Indeed American yachtsmen would marvel at the way the boatbuilders of British Honduras manage to turn out shoal draft craft, unequipped with centerboards, which yet possess considerable windward ability.

This annual regatta of Belize is held on what is known as Baron Bliss Day, named for the late British yachtsman whose will provided trophies for the victors in all the many classes of yachts which race. One of the most popular events, by the way, is a contest for small boats with outboard motors, and American outboard motor manufacturers have lately begun to pick up not a little business in Belize.

The regatta is over. We dock just ahead of a hoard of sailing and motor craft, contestants and spectators.

"Not so bad to be in civilization for a few days," remarks Esquivel.

"No. Now for that Tom Collins!"

(*To be continued*)

CHRIS-CRAFT FACTORY TESTS

Everyone is familiar with the fact that large automobile manufacturers maintain extensive proving grounds to adequately road test their cars before they are turned over to the public. The idea of a similar road test for motorboats—a test on the water-ways rather than the highways—may seem an unusual precaution, yet the Chris Smith & Sons Boat Company, builders of the world-famous Chris-Craft, give every one of their boats an exhaustive test under actual running conditions before it is shipped.

Located at Algonac, Michigan, on the wide, shallow waters of Lake St. Clair, Chris-Craft has an ideal motorboat proving ground. Here may be found any kind of a sea that the boat will have to encounter, and during the long open season, the lake is dotted with speeding Chris-Craft that are being put through their paces before crating and shipping them to future owners who wait for them in every part of the globe. Thus in purchasing a Chris-Craft, one is assured a boat that is not only correct on the drafting board, and in the model, but one that has actually been built and tested under actual conditions of use. Naturally, during the winter months it is impossible to give boats the open water test, since Lake St. Clair is frozen over during this part of the year. At such seasons Chris-Craft has arranged a very searching and thorough dynamometer test on the block before shipping. Every possible mechanical bug is ferreted out and elminated in the finished craft long before her owner sees her, which accounts in part for the outstanding mechanical superiority of these motor boats.

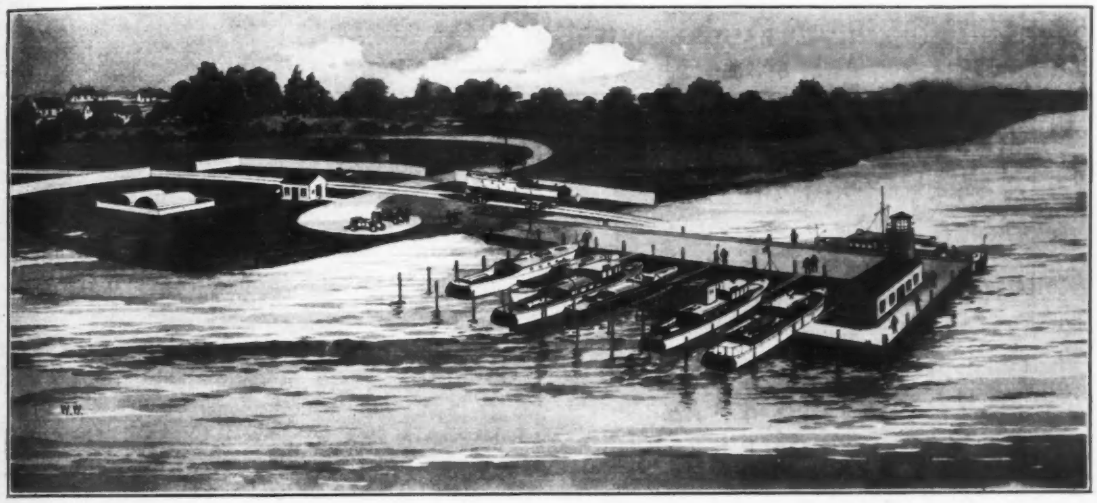
During the open season, when the measured mile testing ground can be put in daily use, Chris-Craft consumes hundreds of gallons of gasoline daily in this work. Last December when the first indoor block tests of the season were being run the cost of gasoline alone ran into hundreds of dollars. This may seem quite a price to pay for testing boats already known to be as nearly perfect as human skil can make them, but the builders of Chris-Craft, and the many thousands of satisfied owners show by their enthusiasm that this money is not wasted

FLORIDA YACHT BASIN

JACKSONVILLE ON THE ST. JOHNS

Conceived—Created—Operated by a Yachtsman

COMMUTER STATION OF THE FLORIDA YACHT CLUB



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Where service and supplies may be obtained at rates which make winter cruising an economy.

We Shall Be Glad to Send Bulletin

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Hot Oil makes a smoky boat!

"More Speed"—the demand of today's yachtsman—and it's been ably answered with the high speed motor.

High speed motors run hot—they burn oil and make a smoky, uncomfortable boat—unless there's a Groco installed to keep the oil at an efficient, smooth-running temperature.

Give us the name and horse power of your engine. Let us send you a cooler for trial.

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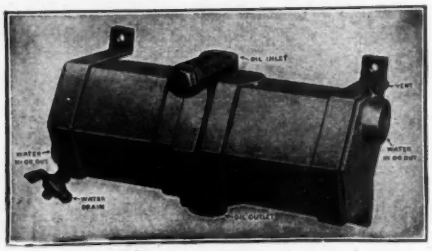
BALTIMORE, MD.



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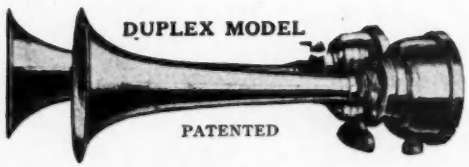

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(Dealers—Selling Strombos signals satisfies your customers and yourself!)

J. THOMAS RHAMSTINE*
Successor to American Strombos Co.
504 Woodbridge East **Detroit, Mich.**

Alone—An Original Commuter

(Continued from page 28)

man at the wheel. Under the instrument board there is a handy locker for White Rock and ginger ale. Then we have a few shelves for books. And in the center an electric fireplace. Then some more books and on the port side a writing desk with locker below. This whole unit is carefully thought out and handsomely finished in paneled teak. Upholstering scarlet leather. Close the door in the after end of the owner's cabin, sit down in the forward cockpit and you will be far away from every thing; no noise and no vibration here, only water flowing past and the wind blowing the curtains.

Going on deck one is surprised at the room, 24 inches each side of the deck house and for the full length of the boat. And Alone is not a big boat. Over all she is a few inches under 60 feet, has a beam of 15 feet and a draft of 4 feet. She has a deadweight of exactly 50 tons and is heavily constructed. The keel is white oak, planking 1½ inch clear white cedar, deck-houses African mahogany painted white, decks clear Northern white pine varnished and trim Rangoon teak with seams payed with Jeffery's seam glue. Fastenings throughout bronze screws, and bolts.

The sun deck over the crew's quarters and galley provides an outdoor retreat of generous proportions and comfort. There is a wide and deeply upholstered seat across the after end and a couple of chairs and table. There is a lot to be said for a sun deck without an awning; in fact for a yacht without awnings of any kind as practiced on Alone. There is no annoying flapping of canvas and the absence of stanchions and other cage like fixtures is a relief. The deck house having large windows and excellent headroom affords shelter against both sun and bad weather.

Turning back to the propelling plant it will be interesting to the mechanically inclined to mention that a Columbian Rocket type three blade propeller is used having a diameter of 26 inches and a pitch of 28 inches. The Winton engine turns this a little better than her designed 750 r.p.m. using a 2 inch diameter Everdur bronze shaft. A Goodrich Cutless rubber stern bearing is used, and the writer attributes to this, the polished shafting, and the perfectly balanced Columbian propeller, absence of annoying vibration.

REGATTA RUN ON UPPER DELAWARE

Earl Gresh, southern outboard driver, stepped out of his favorite Class C in the Anchor Yacht Club's two-day regatta at Bristol on the upper Delaware River, September 14 and 15, to win two stirring victories. He won the Class B honors with Philadelphia Kid, winning both heats; and then came back in the 7½ mile free-for-all to gain a 4-second triumph.

John E. Stiles, of Philadelphia, drove HyHatter II to victory in the Class C races, when Lightning failed to get started in time for the first heat. Stiles, however, was nosed out in the free-for-all, but in turn won a close victory from Miss Norristown by three seconds in a whale of a finish.

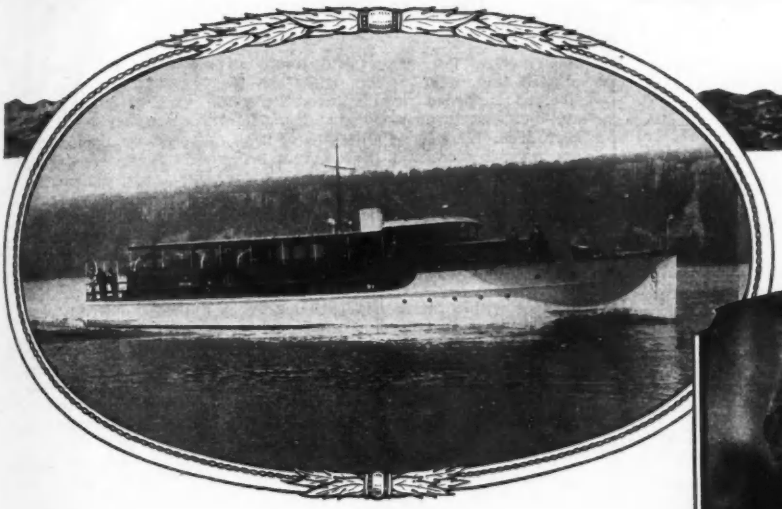
Miss Bristol, driven by Dudley Bell, of the Anchor Club, was the winner in the family runabout class, taking a first and a third place for a total of 724 points. However, Miss Bristol could not do better than second in the family free-for-all, which was won by H. M. Smith, of Moorestown, N. J., with his Muffie.

Delaware River cabin boat and cruiser championships were also included on the two-day program of racing. Eva, owned by Gus Rosse, of the Riverside Yacht Club, scored a stirring 11-second triumph in a 15 nautical mile race for the low-rated cruiser championship, and was then protested. She defeated Wally McFeeters' Elenor, of the Forest Hills Yacht Club in a stirring finish. Kuni's Sunset, of Westville, was third, and Al Koerner's Naiad, of Farragut, fourth.

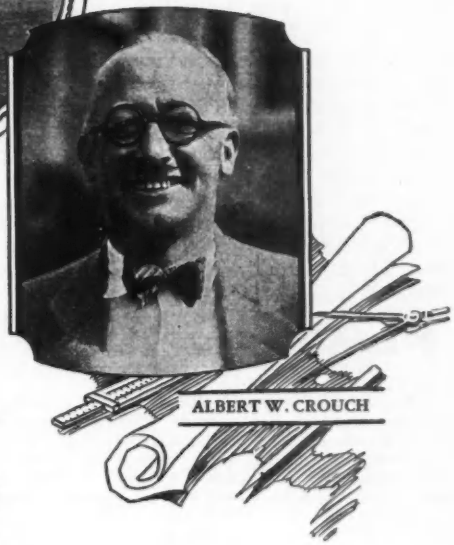
Other cruiser titles went to George Walters' Zelda, of Westville, in the cruiser class rating over 35, and to Billy Shutt's Manawa, of Westville, in the fast cruiser class. Margaret, owned by Joe Zainks, of Bridesburg, was winner in the cabin boat class rating under 35, and the crown for cabin boats rating over 35 went to Florence G., owned and piloted by E. and J. Guttkorn, of the Forest Hills Yacht Club.

Of the eighteen boats which took part in this race, the second, third, fourth, fifth, sixth and eighth to finish were all Liggett cruisers, powered with Kermath engines. The reliability of their power plants had much to do with their ability to maintain the exacting schedules required in a contest of this kind. Escape, a 40-foot cruiser, owned by Harry Esling, was powered with a 125 h. p. Kermath and took second place. Storm King, owned by W. A. Rowe, with a 34-foot Liggett cruiser, with the same size engine took third place. The next to finish was Sapphire, Dr. O. T. Toepel, also a 40-foot cruiser with a 150 h. p. Kermath. Mar Jim III, Dr. Earl Teetzel, finished fifth and is a 35-foot boat with 200 h. p. while Wags II, and Del Mar Lo, the sixth and eighth are 40 and 34-foot Liggett cruisers, also with Kermath engines.

Advertising index will be found on 3rd last page



KLAHANEE
Designed by Tams and King for L. M. Wainwright. Equipped with Tobin Bronze.



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WITH a long list of famous pleasure craft to his credit, Mr. Albert W. Crouch, member of the firm of Tams & King, is rightly regarded as a leading authority on large yachts, auxiliaries, and commercial vessels.

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Albert W. Crouch
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Let Mr. Crouch and other prominent authorities as well as service records in thousands of motor boats be your guide. Insist on TOBIN BRONZE for propeller shafting and under-water parts in the boat you buy and for replacements. Made solely by The American Brass Company, TOBIN BRONZE is furnished in trade-marked sheets, rods, tubing, and turned and specially straightened shafting.

Trade-Mark "Tobin Bronze" Registered U. S. Pat. Off.

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EVERDUR
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For screws and other fastenings where maximum strength and resistance to corrosion are essential EVERDUR is recommended by leading architects and builders. This is a special Anaconda alloy of copper, silicon, and manganese which combines the strength of steel with remarkable corrosion resistance.

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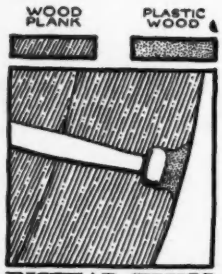

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ELECTRIC PLANTS

1½ • 2½ • 4 • 7½ • 10 • 12½ KW

Hotspur Wins the Cornfield

(*Continued from page* 37)

them follow the owner who jumps to the tiller after having started the motor. Then, when the fleet is sailing toward the line, as happened in this race, there are some of the shortest and quickest turns to windward or leeward that the world has ever seen. Bowsprits miss by inches, anchors are catted, sails are mast-headed, and in two minutes from the gun the whole outfit is streaking toward Eatons Neck, sails filling and motors humming. Yes, a fair start and a hot one.

In this race the whole committee, who had worked hard and deserved an outing, were aboard Henry D. Bixby's new cutter Phantom, and while we are speaking of sportsmanship I may cite their example. With the rest of the fleet they sailed down to Cornfield Lightvessel and back, and were in a good position to place within the money (although they did not know it) when they decided that it was the duty of the committee to be in harbor to welcome the returning racers. Whereupon Mr. Bixby broached his emergency gasoline, automatically disqualifying himself, and motored home. The committee arrived shortly after Nancy R, the second boat to finish, and were in time to dismiss her owner's opinion that he had disqualified himself by letting his dinghy touch the lightship as he rounded it.

The Huntington-Cornfield auxiliary race is short as long distance events go, but in its course of 106 miles down the Sound and back it offers some very pretty problems of navigation and handling. Competitors are restricted in overall length to 40 feet, and the committee reserves the right to reject any boat which is not a genuine cruiser. As a result, all the competing boats are pretty evenly matched, and the smallest, given a break or two of luck, stands a chance of winning. This year the scratch boat, a 39-footer, allowed only three hours and twenty minutes to the smallest, a 19-foot cat. Other handicaps ranged from ten minutes to two hours. Gasoline allowances are carefully worked out to the nearest half pint, and ranged between a little less than three gallons to a little more than eight. No boat had enough fuel to motor down and back, and yet each had enough to help her to victory through a limited number of hours of calm or head wind.

Another bit of head work on the part of the committee. They timed the start with the commencement of the flood so that under normal conditions the slowest boat could reach and turn Cornfield before the next flood started making to westward. This is a regulation highly productive of a close finish and one that neither the fastest nor the slowest competitor can take exception to. If the fastest boat turns the mark while the tide still ebbs, he will have to buck it for the first part of the run back; but, being in the lead, he has no kick coming. The slowest competitor is saved the agonizing experience of inching up to the mark against a head tide which is sweeping his rivals home and ever widening the disparity between them.

In this race every boat with one exception carried the ebb tide around the mark, and she was not the slowest, but an unfortunate which wrapped a spinnaker sheet around her propeller and had trouble in plenty.

At the start there were eighteen cruisers in the regular class anchored on the line, and three more in a special class for boats of more than 40 feet overall length. All of them had dinghies towing astern (for that is one of the race regulations which helps duplicate the conditions of a Long Island Sound cruise;) and all had sails furled. The tide was at the last of the ebb, the wind a gentle slant from the southwest, which subsequently hauled west and remained there longer than necessary.

Nancy R, that excellent motor sailer designed by Gordon Munroe and owned by J. W. Rockwell, Jr., arrived early at the line and took up a weather position next to the committee boat, the schooner Sunbeam. Hotspur, coming along later, chose the leeward end of the line, because from there we could freshen our wind on the reach to Eatons Neck. We planned a port turn and found that by placing our tiller hard aport we could keep the anchor line trending to leeward. At the gun we reversed the tiller, swung sharply to leeward, and were across the line in what seemed to us first place. Nancy R turned to windward, missing the committee boat by the narrowest margin, and also crossed in first place. Between us nineteen other competitors made rapid getaways and also crossed in first place. So it was pretty much of a lightning start.

We had no sooner set balloon jib and mainsail, however, than we stopped the motor and watched the fleet, with the exception of Phantom and one or two others who were playing the same game, shoot out ahead. This was a repetition of our experience in the Block Island race, but for a different reason. Then we had lost ground because the motor wouldn't run. This time we were purposely saving our limited supply of fuel.

Between races the manufacturers of the motor had made amends in the handsomest style I've ever heard of, reconditioning

(*Continued on page* 120)

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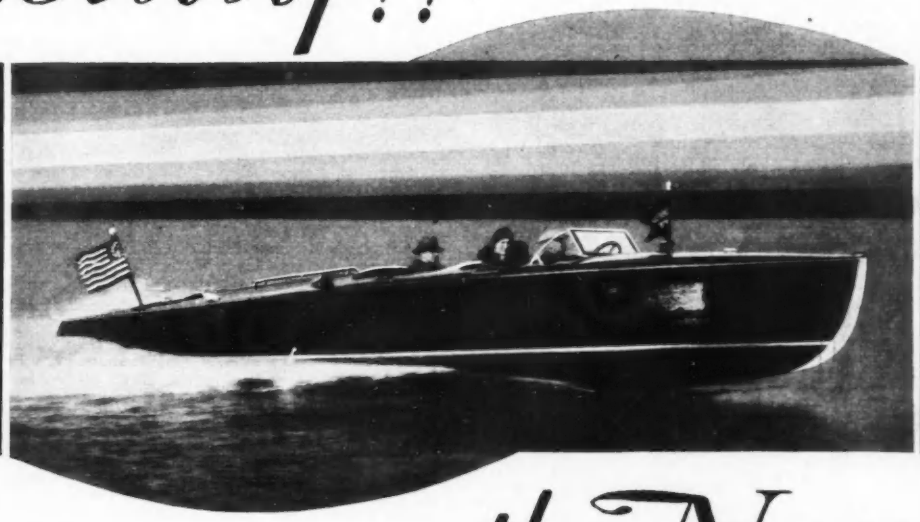
Ready!!



the New Hackercraft Series for 1930

1929 Racing records attest the speed superiority of Hackercraft in Simon-pure amateur events where owner-drivers only were entered as the contestants.

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Palm Beach
Troy
Harbor Springs
Charlevoix
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Advanced refinements—faster underbottom lines—greater speeds—originality of design—beauty—the pleasing harmony of smartly turned hull contours and details ...These are the inimitable qualities fashioned into the new Hackercraft series for 1930. You will delight in the superior workmanship, the fine finish of the genuine Honduras mahogany, the custom completeness revealed by the cockpit fittings and upholstering. Above all you will be glad to know that the 26 and 30 foot Hackercraft models are copper-riveted—not screw fastened. This means longer life for your boat—sturdy alignment—greater safety and increased boat speeds. Costing three times as much as screw-fastening—yet worth it—your new double-planked Hackercraft will provide unfaltering performance with thrilling consistency. Reallocation of dealer territories are being made for 1930. Write or wire for the Hackercraft representation and the Hackercraft franchise. May we send you the complete story of Hackercraft for 1930?

Eastern Representatives:—New York, 5th Ave. at 15th St.; Boston, 1043 Commonwealth Ave.; Philadelphia, 102 South 4th St.

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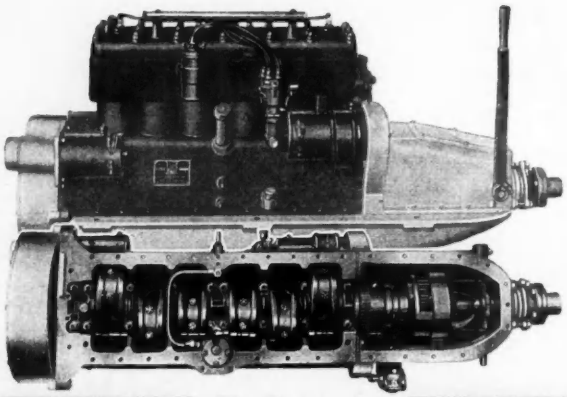

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It is simply this: the very **design** and **oversize construction** of the "internal organs" guarantees a smooth-running engine. Whether idling along in the moonlight, or slashing into the teeth of a 40-mile gale—FALCON performance is always admirably smooth, quiet and unfalteringly dependable. FALCON owners know exactly what we mean!

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1-Cyl. 5 h.p. Cat. M-1
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Also most complete line of marine Electric Plants 350 watts to 25 k.w.

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STURGES ANCHOR HOIST

Easily installed by anyone without disfiguring or marring your cruiser in any way.

Makes Anchor Raising Easy

THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck. The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

Rope is easily applied in open type block.
Model No. 2 with 3 speed transmission, for anchors 60 to 100 lbs. The low speed gives powerful leverage for breaking the anchor loose from a mud bottom. Second speed (on which the handle is shown) is normally used for hoisting the anchor The high speed or direct drive on main shaft is for quickly reeling in the slack of the rope. This model also has powerful brake for lowering anchor into water.
Davit unships here.
Carrying handle.
Windlass unships here.
Combination base, including bitt, adds to appearance of boat.

Made in three different sizes.

You will be surprised at the many features of the Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.

Patent Applied For

We also manufacture a special hoist for handling outboard motors.

STURGES ANCHOR HOIST
3 Kensington Road. Bronxville, N. Y.

Hotspur Wins the Cornfield

(*Continued from page* 118)

the motor at their own expense and equipping it with the latest gadgets in the way of water pumps and oil pressure regulators. They also diagnosed most of my troubles (related in the September number) as resulting from the white lead in the fuel line, and provided me with a new carbureter. As a result the engine was in prime form throughout the race and not only gave me no trouble but started with the first contact and ran sweetly on a starvation mixture. So with my head buried deep in the ashes I take back all the snooty things I said about marine motors. They can't be expected to run on white lead and if they will persist in dripping oil into the bilge of a boat, that's a law of nature which can't be broken.

Half an hour after the start we were setting our spinnaker to port and rounding Eatons Neck, and by this time, with the west wind dead astern, most of our competitors had stopped their motors and we were holding them. Hotspur's crew for the race consisted of Linton Rigg, John Reynolds, and Robert Garland, all members of Pinta's crew in last year's transatlantic race, and by that token all veterans of leeward racing. Spinnakers and balloon jibs are their middle names and if anybody starts an argument about square-sails they can win the argument.

At Eatons Neck we began a six-hour period of bucking the flood tide. My only plan as formulated beforehand was to maintain a speed of four knots over the ground. This was the minimum average speed for getting us to Cornfield before the tide again turned to westward. The wind coming due out of the west, some of the fleet set their spinnakers to starboard and worked in toward Smithtown Bay; others on the other jibe steered down the center of the Sound; but we alone hauled slightly on the wind and edged toward the Connecticut shore. Up there the tide would favor us half an hour sooner than in mid-Sound and by sailing a point or two upwind we hoped to improve our speed.

Slowly we seemed to overhaul the fleet, always watching the smoke from power house whistles on both sides of the Sound, and not forgetting that our angle diverged and that what goes away must come back. At times the wind seemed to be blowing stronger on the Connecticut shore and at others the racers in mid-Sound seemed to be getting a better lift. Yet finally we came to the conclusion that we were working into a soft spot and so jibed over and sailed a course to converge with the fleet.

At 7:40 we had Stratford Shoal Lighthouse abeam to port and gained the first definite opportunity to check up on our schedule. The light wind and the head tide had held us back and we were more than an hour behind. But we were up with the fleet, only Valgerda II and Ulua in the large class, and Nancy R, Sailho and Fore an' Aft in our class being ahead of us, and we decided that the time had not yet come to start the mill. At about this time we watched a pretty duel between the schooner Delight, the third boat in the large class, and the yawl Islander. Islander, showing one of the most beautiful spinnakers I have ever seen, walked right through the lee of the schooner which, in our uninformed opinion, seemed to be sailing the wrong jibe.

Our academic interest in this contest became personal when Islander began creeping up on us. By nightfall she had us abeam. The west wind had freshened in the meantime and we had ceased to worry about our speed, for we were making a good six knots through the water; but it seemed to me as skipper of Hotspur that something ought to be done about Islander's overhauling us. Consequently I relinquished the helm to Rigg and he succeeded in holding the fast-moving Islander. Then darkness fell and the yawl's port light shone on us like a red eye looking through a hole in a blanket. Suddenly something happened to the organism behind that red eye, for it blinked and when we next looked the light had dropped half a mile astern. Perhaps the spinnaker after guy had let go or the balloon jib sheet had carried away. Whatever it was, the mishap must have been quickly repaired, for Islander lost no more ground and rounded the lightship only six minutes behind us.

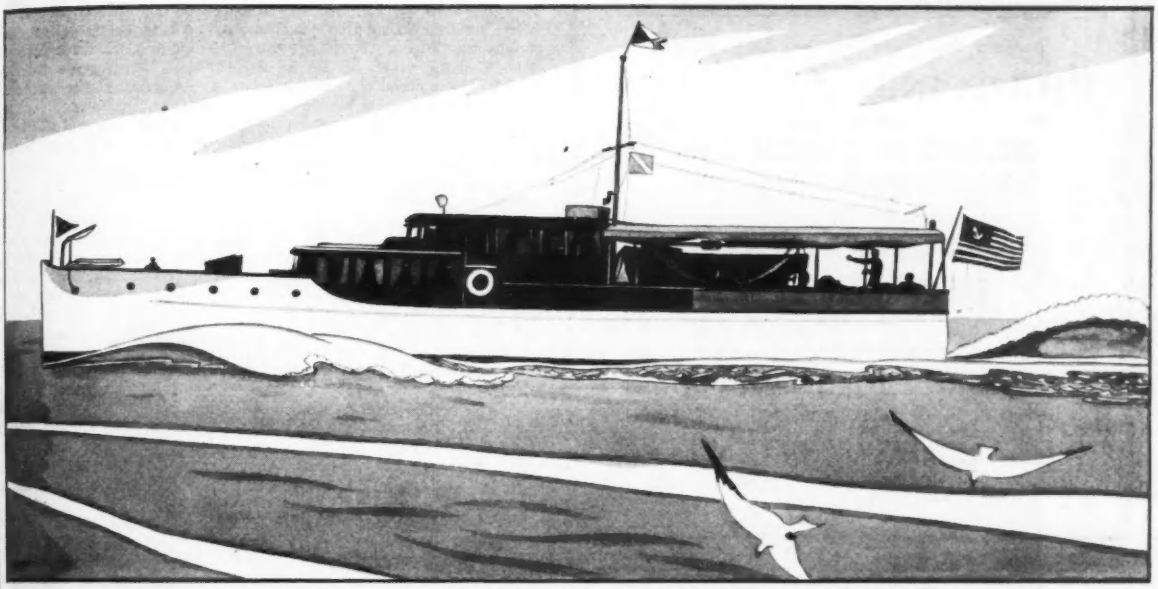
According to the current tables, we began to get a fair tide at about ten o'clock and at this time we were up to our four-knot schedule. We were getting all we could out of the little ship and as the wind was steady Rigg and Garland took a bit of shuteye, setting an example which Reynolds and I followed an hour later. When I was called Stone Island Reef green light was well on our port quarter and Long Sand Shoal west buoy was abeam, but Cornfield Lightship was nowhere to be seen. Not having seen Cornfield by night for several years I looked up its characteristics in the light list and found them to be a two-second occulting light with a subsidiary white light and a small red riding light.

This was definite enough except that there were a few other two-second occulting lights in the neighborhood and Cornfield, if it was ahead of us, was masked by our balloon jib and spin-

(*Continued on page* 122)

THERE'S BUILT-IN VALUE IN EVERY INCH OF THIS YACHT!

The Q.C.f. 68′ . . . shown here . . . is a thoroughbred throughout her every inch! : : : You might also like to know about the Q. C. f. 54′—a slightly smaller cruiser built with the same infinite care. We'll include information on this, too, if you'll ask for it.



There's no good reason for forgetting value when you plan to purchase a yacht!

Look at the Q.C.f. 68′! She is virtually custom-built. She has all the little refinements you expect of a custom-built boat—an unusual bit of decoration here . . . a unique arrangement of space there . . . fine woods panelling your own stateroom . . . every consideration for comfort in the cabins for your guests. And a thousand other things.

Yet, the 68′ is standardized in the very finest sense of that term! Do you know exactly what it means? It means a boat that takes the water *surely* . . . a boat whose design has been tested thoroughly . . . a boat whose soundness began at the very laying of her keel. And because Q.C.f. builds it with every resource at hand, it means a boat whose price is reduced to a minimum.

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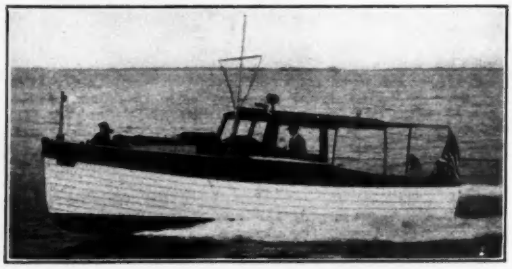
CLEVELAND	The Yacht Sales & Service, Inc.,	18123 Detroit Avenue
SAN FRANCISCO	S. C. Kyle	427 Rialto Building
CHICAGO	Ward A. Robinson	8 South Michigan Avenue
WILMINGTON, DEL.		American Car and Foundry Company

AMERICAN CAR AND FOUNDRY COMPANY



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BAROGRAPHS

CHRONOMETERS

SEXTANTS

Everything for Navigation

Hotspur Wins the Cornfield

(*Continued from page* 120)

naker. Off on our starboard bow a light of longer occultation looked promising, while nearer to us was a ship at anchor burning lights bright enough for a lightship. (This, we learned later, was a rum-chaser which had chosen this night of all others to confuse the issue by anchoring near the lightvessel.)

Wherever our turning mark itself was, we knew that it couldn't be far away, and as the tide was now carrying us down very swiftly the order went out to take in the ballooner and set the headsails. Bob Garland, standing on the bowsprit to smother the ballooner, had a better view than the rest of us and it was he who sighted Cornfield dead ahead. Ten minutes later he began to grow restive about the spinnaker, which would be useless to us the instant we rounded the mark. But Rigg, who commanded at this juncture, asked him to be patient, and it was not until we could see the superstructure of the lightvessel bathed in the glare of the fixed light that he gave the order to take in the spinnaker. In she came as we reached the starboard bow of the ship and I reported our name and number.

The lightship crew were very much on the job and acknowledged our report almost before I had made it, adding that Nancy R, Valgrada, and Sailho had rounded ahead of us. Then we dropped below to start the motor, and as we hauled up on the starboard tack a long procession of competitors began to round astern of us. Within one hour of the time we hailed the lightship twelve others rounded. Within the next half hour Full Moon and Phantom, both having been confused by a recent change of Cornfield's characteristics, and Siren reported, while Adelaide rounded something but was not clocked by the lightship crew. Thus all, with the exception of Gulnare, which entangled the spinnaker sheet with its propeller, carried the fast-running ebb around the leeward mark.

At this point the race was anybody's, for a boat that lost two hours or so down wind may well gain more than that on the beat home. The westerly which had slacked off a bit around midnight, leaving a nasty bobble of sea in the vicinity of the shoals, was hardening, and there was opportunity to do some good sailing with or without power. Most of the boats, I imagine, had hoarded their fuel on the run east and here was the chance to use it.

We kept to the starboard tack for fifteen minutes as a matter of racing tactics so that we might have right of way over boats that had overshot and might be beating up to the mark. But on this tack the tide was weather-bowing us and by the time we were up to the lighted buoy south of the ship we saw that we were making very little westing. Consequently we came about to the port tack, took in our jib, and with the motor still running sailed for the Connecticut shore, our course varying between WNW and NW by N. After an hour or so I stood below to watch the motor, and watched it so well that it was four o'clock when Rigg woke me with the news that Duck Island was abeam.

It was now time to shift tacks, and as the tide had been running under us for half an hour we had no further use for the motor. Whereupon we shut it off, after setting the jib and coming about. Luck was certainly with us, for the wind instantly freshened to about a twenty-five-mile breeze—strong enough to punch us along with our lee rail under but not too strong for our full spread of working canvas. Misty daylight soon took the place of darkness, and at 7:15, when one mile west of Roanoke Point Shoal, we came about to the starboard tack and once more beat back across the Sound. The wind was a dead muzzler, but there was nothing to be gained by seeking smooth water on either shore, and we figured that we'd find more wind in the center. So at 9:30, with the visibility still low, and the tide turning against us, we tacked somewhere south of New Haven and returned to Long Island.

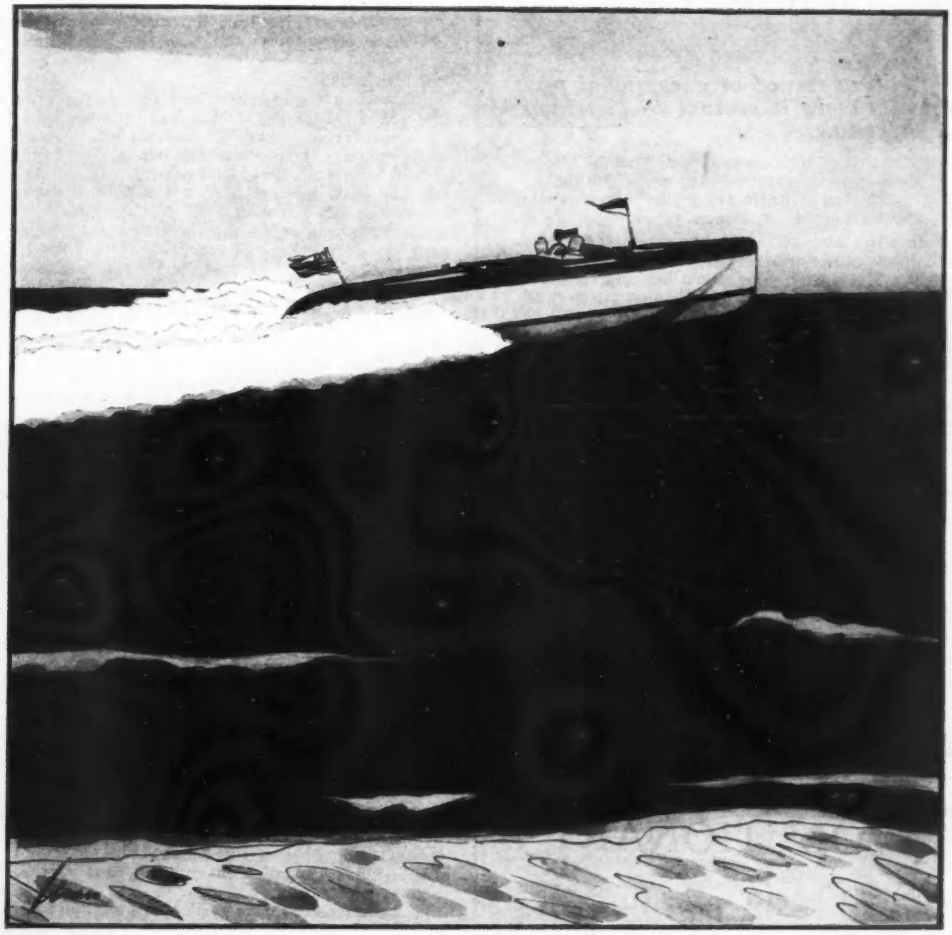
Up to this time we had not sighted a single competitor since leaving the vicinity of the lightship and we had, therefore, no idea of our position with relation to the fleet. But on approaching Mt. Sinai Harbor, to eastward of Port Jefferson, we saw Nancy R about a mile to leeward and began to feel hopeful. Nancy R, we knew from her past performances, would be up amongst us.

In the lee of Mount Misery the wind softened and we set a jib topsail after coming about. This helped somewhat, but we lost ground by carrying on so close to the Long Island shore. On finding, the next time Nancy R crossed our stern, that she had eaten up all but a quarter mile of our lead. At this time we sighted a yawl out ahead, rightly identified as Ulua, scratch boat in the large class. We began to feel more assured of our position in the fleet, but no less worried by the close proximity of Nancy R. If, as we anticipated, the westerly that had now blown for nearly twenty-four hours, should die away, we saw no way to prevent Nancy R from opening up her motor and slipping ahead at eight knots.

(*Continued on page* 124)

Advertising index will be found on 3rd last page

NO SPEED LAWS ON THE WATER HIGHWAYS



LIVING in the country, working in the town, this man has no acquaintance with traffic tangles nor with grimy trains. On the water highways he moves quietly, speedily, pleasurably. His swift commuter turns a forty-mile trip into an hour's holiday instead of two hours of harassment!

It is true that few men can possess a servant such as this. But the man who does, can live the double life of a calm and peaceful countryman and an active man of town, in effortless ease. He can plan and organize as he skims to work. He has those moments of repose, so valuable and important, in which to "gather himself" and recruit his forces for the day.

And in his lighter hours, his speed-boat is an urge to sport . . . a thrill . . . or a carefree diversion . . . He may drift lazily off white beaches in the sunshine. He may taste the spray that comes from the breeze at forty, at fifty miles an hour. For speed, stark and sudden, is his to command—an exuberant rush through water, that seems faster than light!

And his craft will never fail him, for it is powered with a Wright Typhoon.

WRIGHT TYPHOON

Address inquiries to Marine Engine Division

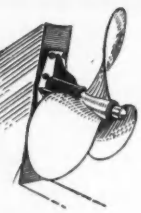
WRIGHT AERONAUTICAL CORPORATION

Paterson, New Jersey

The Hathaway

RESILIENT

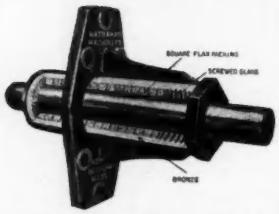
Flax Packed Stern Bearing



The Hathaway record of exceptional performance is more important to you than a page of claims.

The fact that the Hathaway Flax Packed Stern Bearing does render service of an outstanding nature is proved conclusively by irrefutable records, over a period of fifteen years.

Experiments are almost invariably expensive. Why invite trouble and unnecessary expense? When you install a Hathaway, your stern bearing troubles vanish. You reap the benefit of our years and years of experiment and test.



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Winter or Spring Delivery

PATE-PARKES MFG. CO.

NASHVILLE

TENN.

Hotspur Wins the Cornfield

(Continued from page 122)

At 1:37 we had Oldfield Point abeam, with Nancy R. hanging on to our weather quarter, and thirteen minutes later the wind puffed out to a mere zephyr. Our motor started with a whirr and we looked astern, expecting Nancy R's to do the same. But no, she continued to sail and slowly dropped astern. Still we worried. She had something up her sleeve. She was going to give us a tantalizing lead and then breeze by us. Or, when she continued on out into the Sound as we lowered our headsails and headed into Smithtown Bay, she was looking for a nice northwesterly.

Meanwhile we worried about our supply of gas. By a rough test taken before the start I had estimated our consumption to be a gallon an hour. We had already motored for two and three-quarters hours after rounding the lightship and hence should have only two hours and fifteen minutes of running left us. The tank being shaped to the boat, there was no way of measuring what remained in it. However, frequent inspections were made, and as the half-hours passed by it became apparent that we were using not much more than three quarts an hour, the mixture being lean and the throttle half closed.

The time came when there was no longer any doubt that our economy had pulled us through, and when about two miles east of Eatons, the tide once more turning under us, we gave her the gun and enriched the mixture. As we rounded the point and set full sail again we saw Ulua cross the finish line. But she was racing in a special class and meant nothing to us. We crossed seventeen minutes behind her and at 4:58:15 got the gun for the first boat in our class.

After that we spent two anxious hours awaiting the lapse of the allowances of the boats smaller than ourselves. None arriving, we were invited to the committee boat by Commodore Gould and shown the prizes. Then, since it had been my job to cook and since I hadn't cooked, we entered Huntington Harbor and went ashore for a square meal.

Nancy R, her gas expended, sailed in for second place two hours and fifty-six minutes behind us, and after her in another hour came Unalga, sailed by George W. Rulon. Ranger II, owned by H. Martyn Baker, who sells motor boats but sails sailboats, finished fourth on corrected time, and after him came Trump, Norseman, Dragon, Betsy Ann, and Rana. Full Moon came into Lloyd's fifth, but could not see the committee boat and so failed to finish; and Phantom voluntarily withdrew. Valgerda II and Delight, in the special class, came in ten minutes apart about four hours after Ulua. The remainder, their gasoline consumed and finding no wind to bring them home, returned under reserve fuel or else withdrew and wired their regrets to the regatta committee.

It will thus be seen that 1929, although bringing out the largest fleet, was not an exciting year for the Huntington-Cornfield auxiliary. But it was a good year, and the various contestants who have written their thanks to the committee have signified their intention of entering next year. So should every Sound yachtsman who owns a small cruising auxiliary and who likes to see a race well managed and sportingly run.

ANNOUNCING A NEW SPORT CRUISER

The Matthews Company of Port Clinton, Ohio, manufacturers of standardized boats, have just announced the newest addition to their well known line. The new model is the Matthews De Luxe double cabin sport cruiser, which will be produced as a stock model on both the 38-foot and 46-foot hulls. It is luxuriously appointed as a playboat and accommodations are afforded for a large party of people.

The after cabin is available in any of three different arrangements—with large full sized double bed or twin built in beds or with four berths, two uppers and two lowers. Protection for the bridge amidships will be supplied by a smart raked windshield made of non-shatterable glass and by a portable canopy arrangement designed and built especially for this model.

The forward cabin is supplied in the more or less conventional arrangement with four berths, toilet and complete galley. Under the forward cockpit and in the forepeak are two built-in beds.

SENATORS TRY SPEED BOATING

The Potomac Speedboat Corporation of Washington, D. C. has recently sold and delivered to Senator Lawrence C. Phipps of Colorado one of the 28-foot Baby Gar runabouts capable of thirty-two miles an hour. The craft is powered with a Chrysler marine engine and is equipped with a one-man top similar to that used on an open motor car.

Senator Phipps intends to use this boat on the Potomac River in Washington during the spring and fall, while he is needed in that city. Senator David A. Reed of Pennsylvania is also interested in this boat with Senator Phipps, acting as engineer while Senator Phipps takes the wheel as captain of the ship.

Advertising index will be found on 3rd last page

On Leading Custom and Standard Craft You Will Find

MARINE
ERICO-KAINER
SPECIALTIES

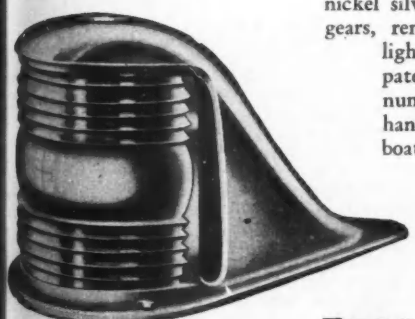
Fittings that are Better

Clam Shell Ventilators. Made of polished brass or nickel silver.

DART runabouts, built by Dart Boats, Inc., of Toledo, Ohio, are among the many fine craft of American boat builders on which Erico-Kainer Marine Specialties are regular equipment. Chosen not by price but on merit alone, Dart has found just as other builders have that there are no other marine fittings better in quality, more advanced in design, nor more durable than Erico-Kainer superior marine specialties for all types of motor craft.

Manufactured of the best cast bronze and nickel silver the Erico-Kainer line includes steering gears, remote engine controls, streamline running lights, interior electric fixtures, patented portlights, searchlights and numerous other specialties that enhance the comfort and safety of boating.

Write today for catalogue and price list of ERICO - KAINER Marine Specialties.



Streamline Running Lights with Ventilators. Made of polished brass or nickel silver.

Ropeless Steering Gear for Runabouts. Made of bronze and nickel silver with solid walnut rim, spider, horn button and control handles. Cut gears throughout.

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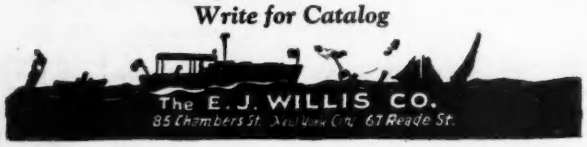


Two Simple Table Styles

(*Continued from page* 60)

table top will not present a plane surface when opened, but will hog in the center.

The legs are ½-inch galvanized pipe screwed into flanges attached to the outside corners of the under surface of the table top. These legs also have flanges at the bottom to act as feet.

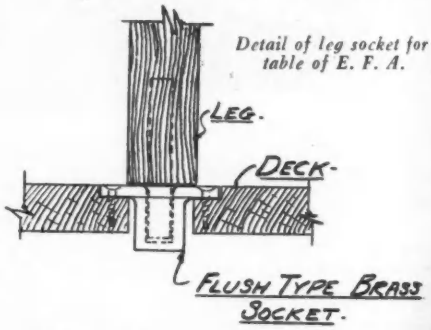
It takes but a minute to put on or to take off the legs, since they can be made up into the flanges easily with the hands to secure all necessary rigidity.

One can make the size of the table conform to his needs, but the guard rails should be about two inches wide. If this table is made 24 inches wide and 4 feet long, it will, when knocked down, occupy a space 4 by 12 inches and 4 feet long.

Another form of table will not, however fold so compactly as the one described and is intended primarily to be in use most of the day, being taken down at night to admit a folding berth or berths to take its place.

It is made like the ordinary two-leaf table with the cross bar underneath to hold the leaves in a horizontal position. It has two legs instead of four. The upper part of each leg is made into a tee and into that in turn are two short sections of pipe which engage the under surface of the top through the medium of pipe clips.

The bottom of each leg is fitted with a flange made onto a long thread—three inches of pipe extending below the flange. Most of this thread is filed away after the flanges have been put on, so that the bottom of each leg will fit into a deck plate



Detail of leg socket for table of E. F. A.

set in the floor of the cabin or in the cockpit, or in both places if one so desires.

Under each deck plate there should be a substantial block, with a hole bored in it to receive the bottom end of the leg. The deck plates should be put in flush with the surface of the floor.

When folded, this table will occupy a space equal to its length, its width without the leaves and a depth of approximately 10 inches.

J. E. M., Norwich, Conn.

Portable First Aid Kit

(*Continued from page* 56)

to mention that the contents of the cabinet should be complete and replenished from time to time, as used.

For an open or small boat, when wall space is not available, the use of a steel security or fishing tackle box is suggested, which will keep contents clean and dry.

H. A. M., Philadelphia, Pa.

FIRST AID AFLOAT

FIRST aid afloat is more important than first aid ashore. If any one is hurt or taken seriously ill on land, it is only a matter of a few minutes to get them to a doctor or call the ambulance. To get the same medical attention when the accident or sickness happens afloat would necessitate rushing the patient ashore at the nearest town and waiting for the doctor or ambulance to arrive. In a serious case the time consumed in getting medical assistance would greatly lessen the chance of a speedy recovery. The intelligent use of a simple first aid kit while on the way might mean a lot later.

In many cases of injury or sickness intelligent first aid is all that is necessary. Be prepared for the emergency. You owe it to your friends, guests, and to yourself. Contact with a hot exhaust pipe leaves a nice burn as does rubbing against a rapidly revolving flywheel. It is easy to trip over an anchor carelessly left on deck, and when the boat is rolling, a rope end or a ventilator may be the cause of an uncomfortable if not

(*Continued on page* 128)

Advertising index will be found on 3rd last page

$49.00 *without accessories*

Crosley 21. A six tube set, utilizing THREE 222 Screen Grid storage battery tubes, 201A detector, 201A first audio, 171A power output tube. Metal case with panels in walnut burl finish. With legs, $54. Crosley Dynacone speaker $18 extra. Dimensions: 7¾ inches high, 17¾ inches wide, 11¼ inches deep.

NOW---Screen Grid *radio for motor boats!*

$88.50 *without tubes or battery*

Crosley 22. The same Screen Grid storage battery unit as in Crosley Model 21, is incorporated in a beautiful console cabinet of two-tone walnut veneer, complete with the Crosley Dynacone power speaker. Dimensions: 40 inches high, 24 inches wide, 15¼ inches deep. Note: Western prices slightly higher.

THE newest development in radio made available for motor boat use! Crosley now offers a battery-operated Screen Grid receiver, designed for perfect reception by battery power alone.

Crosley has built the selectivity and sensitivity of larger Screen Grid sets into this compact battery model, at prices that establish new standards of radio value. It has 25 per cent less battery drain than ordinary sets.

These sets are designed to fit in small spaces. **Equipped with the Crosley Dynacone speaker they provide in boats the accurate reproduction they give in the home.**

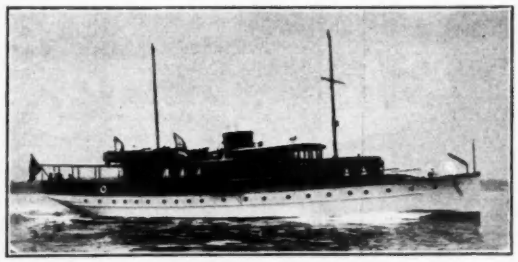
Have music, sport, the news of the world, at your command as you cruise! The new Crosley Screen Grid battery sets will bring them to you at amazingly low cost. See the new sets at your dealer's now—or write for full information.

THE CROSLEY RADIO CORPORATION
Powel Crosley, Jr.
Cincinnati, Ohio, Home of WLW

You're there with a

CROSLEY

NIRVANA IV



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Yacht White
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Spar Varnish
Copper Bronze

For Bottoms "New Jersey" Copper Paint, Red, Brown or Green. For above the waterline "New Jersey" Yacht White will stand washing and scrubbing. "New Jersey" Spar Varnish will not turn white and holds its gloss.

Write for Booklet, "Davy Jones Locker," About Paints and How to Use Them.

NEW JERSEY PAINT WORKS

HARRY LOUDERBOUGH, Inc.

WAYNE AND FREMONT STREETS, JERSEY CITY, N. J., U. S. A.

First Aid Afloat

(*Continued from page* 126)

serious injury. Cuts and bruises, indigestion and seasickness are about all that the first aid kit will be used for. These in themselves are trivial, but neglect of a small wound at the time of injury may result in infection and serious complications. Illness, not of a serious nature, can often be relieved by simple remedies.

Getting together a recommended collection of first aid articles and preparations, and stowing them aboard the boat is not enough. First aid equipment must be kept dry, also, bottles containing liquids should not lie on their sides. Wetting or much dampness will render gauze bandage and absorbent cotton unfit for use on a wound and an empty bottle will not relieve anything.

A watertight container is somewhat of a problem. The articles must be arranged to be readily accessible, the cover must stay tightly closed and still be easily opened without a can opener. A clean quart or half gallon paint can or other container, having a friction lid will have as large an opening as any you can find. Some coffee cans or other containers have turn on or screw covers which may be made watertight by fitting a rubber gasket in the cover. These containers are made of thin, bright tin and if not well protected both inside and out will soon rust through. The boat is not as dry as the bathroom. A galvanized or copper container so constructed that the cover closes against a rubber gasket and is held by a snap or screw fastening could be made by a sheet metal worker. Then the size and shape could be proportioned according to the articles it was to contain rather than arranging the articles to fit the container. A glass jar having a large opening will show the articles for first aid as well as protecting them from dampness.

It is not expected that the first aid articles will be tumbled in the container in any old manner. They must be neatly arranged in a removable tray so that any article desired may be removed without disturbing the others. Make two round metal trays of a diameter that will readily pass through the opening of the container and from 1½ inches to 2 inches high depending on the height bottles you can get. Cut out the discs and turn a small hem on the edges of the pieces to form the sides. Perhaps a can may be found that when cut off to the required height, will answer the purpose. Solder up the trays. At the center of the bottom tray solder a piece of tubing ¼ inch longer than the height of the container and arrange a backing for the bottles so that they can not shift. The scissors and tweezers are inserted in slots cut in the upper tray and extend between the bottles. Determine the distance to the upper tray by trying with a bottle and solder the tray to the tubing. Through the center of the bottom of the container insert a large nail that the tubing will pass over and solder the nail fast. Punch the center of the lid to fit over the tubing and solder while the cover is in position. A ring or eye soldered to the protruding end of the tubing provides for hanging the kit and removing the cover. If there is not time to pry off the cover, just pull down like a dry fire extinguisher.

Give the container and trays three coats of white enamel inside and out. It would not be a bad idea to stencil a red cross and the words FIRST AID on the front.

Naturally the contents of a first aid outfit will vary, but there are certain standard articles that should always be included. Make the following standard and then add your own favorite remedies.

1—10-yard roll 1-inch gauze bandage, 1—10-yard roll 2-inch gauze bandage, 2—1-yard rolls 1-inch adhesive plaster, 1—small package absorbent cotton, ½ dozen paper towels folded to fit, 1—tourniquet to stop severe bleeding, 2-ounce bottle antiseptic solution (any stock solution or 10% carbolic solution), 1-ounce bottle aromatic spirits ammonia, 1 small bottle mercurochrome, 1 tube preparation for burns and sunburn, 1 pair scissors, 1 pair tweezers, 1 paper safety pins, 1 first aid manual.

Among your favorite remedies include a preparation for seasickness which may be had in liquid, powder or tablet form. An indigestion remedy for someone who might eat too heartily, toothache gum and poultices, and a headache remedy might be appreciated by your guests. Collybrium or other stock preparation for smarting eyes resulting from sun glare, wind, or salt spray will be found valuable.

This first aid kit, we hope, will be the least used article aboard the boat. There is a deal of satisfaction in knowing that you are prepared for accident or sickness. Small cuts and bruises will probably be all that you are called on to care for, but you want to know how. Read the first aid manual a few times while you are getting the articles together. Don't stow the first aid outfit in a locker. Keep it in plain sight and occasionally inspect the contents to see that they are in good condition.

W. B. M., Newburgh, N. Y.

Advertising index will be found on 3rd last page

Gar Wood's Gift To Sportsmen

Baby Gar, technically speaking, is a runabout, but you will feel the very first time you come aboard that she should have some other classification.

For, the more experienced you are with boats, the more you will realize that Baby Gar is in a class all her own.

Her delightful grace of line is matched by her staunchness, and high speed is combined with a riding ease that you have never experienced before—unless it be in another Baby Gar.

But it should not be difficult to understand why. For Gar Wood has gathered together in his shops at Algonac, Michigan, the most skillful designers and artisans in the speed boat world. And these same men who build the Miss Americas, year after year the world's fastest boats, are regularly employed in building Baby Gars for those who love fine boats.

You would think that such a craft would be frightfully expensive, but because a world-wide demand has made still bigger shops necessary, you pay no more for Baby Gar than for an ordinary boat.

Shall we deliver your Baby Gar in the south this winter? Your order should be placed now.

Baby Gar "30"	$ 2,950 -	$ 3,550
Baby Gar "40"	4,500 -	5,350
Baby Gar "50"	8,950 -	10,950
Baby Gar "55"	10,950 -	12,950

DEALERS: A material expansion in Gar Wood representation is now under way. Those who can represent a distinguished product to a distinguished clientele are invited to investigate this profit opportunity.

GAR WOOD *Inc.*

THE GREATEST NAME IN MOTORBOATING

499 Connecticut Avenue
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New York City

"We are pleased to recommend this preparation as representing the highest grade product that can be used."
—JOHN H. WELLS, Inc.

"We have used Marblehead Anti-Fouling Bottom Paint for nearly fifty-five years on practically all of our yachts and the fact that we continue to use and specify it wherever possible is proof that we are satisfied with the results obtained from this remarkable paint."
—HENRY J. GIELOW, Inc.

"We have been unable to find anything that will stand up as your paint does under all conditions."
—GEO. LAWLEY & SON CORP'N

STEARNS-McKAY MFG. CO.
Marblehead, Mass., U. S. A.

Overhaul Now For Winter Cruising Or Winter Quarters

Of course if you are taking your boat South this Winter you will need many items of equipment, hardware and supplies.

More and more owners are having their boats overhauled when they take them out for Winter quarters. Boat yards have more time during the Fall and Winter months, and the boats are ready for immediate launching when Spring arrives.

Whether your boat is bound for Winter cruising or Winter quarters, Tiebout Hardware and Equipment is at your service. Your boat yard or marine supply dealer will be glad to comply with your request that Tiebout material be used in your boat.

W. & J. TIEBOUT
"Marine Hardware and Equipment"
118 Chambers Street, New York, N. Y.
439

America Retains Harmsworth Trophy

(*Continued from page* 36)

Other events at the regatta filled well. With W. D. Edenburn at the helm, everything went off with clocklike rhythm. Every type of craft was provided for—outboards, runabouts, 151 hydros and many events for cruisers, both handicap and scratch races. The competition in nearly all of the events was close and the racing spirited. Yet in comparison with the racing of the Miss Americas, interest seemed to wane. The public watched and cheered the big race but was little interested in the others.

Evidently it is speed and speed alone in which the public is interested. Two boats racing at 75 miles an hour seemed to thrill them more than 20 competitors in a single outboard class or 10 stock runabouts racing around at a 40 mile an hour clip. The spectacular racing of the 151-inch hydroplanes brought the spectators to their feet time and time again.

One of the events which created a lot of interest on the part of the spectators was the handicap event open to runabouts of unlimited power. While there were only three starters in this class, yet all of them were capable of a speed of at least 40 miles an hour. A Liberty powered Baby Gar finished first in the first two heats, with Miss Dee-Wite driven by her owner, Joseph B. Lodge, finishing in second position. However, Miss Dee-Wite finally conquered the Baby Gar in the final heat.

In commenting on the results of this race, Mr. Lodge explained after the finish of the third heat, that his craft had been launched only three days prior to the race and that the two 450 horse power Liberty motors, because of their newness, could be driven only between 1,450 and 1,600 rpm, whereas their maximum speed after proper running in, will be 2,400 rpm.

In design, appearance and general performance qualities Miss Dee-Wite is one of the outstanding marine creations of recent years. Her cruising speed is estimated at 55 miles per hour and her cruising radius 350 miles. Her length over all is 39 feet 11 inches and her beam 9 feet 6 inches. She is planked entirely of Honduras mahogany and is trimmed throughout in chromium plate. Bottom and side construction is single plank, the bottom planking being ⅞ inches thick and the side planking ⅝ inches thick. Both are of seam batten construction.

The bottom of Miss Dee-Wite is built on the multiple step principle, including nine steps, starting at the bow at a 45 degree angle and extending to square across the boat at the transom. Its design, speed and durability is considered one of the finest examples of motor boat construction. Under the forward decks are two berths, together with lavatory accommodations and storage space for equipment and supplies. The boat was built under the personal supervision of Joseph B. Lodge, Vice President of the Dwight Lumber Company, in charge of the Boat Division, and was designed by R. J. Pouliot, Dee Wite designer. The complete boat was built in seven weeks in the experimental department of the Dee Wite plant and was rushed to completion just prior to the opening of the Detroit Regatta.

The Kermath Trophy, a perpetual trophy raced for annually at the Detroit Regatta, a handicap event open to cruisers having a speed of between 9 and 18 miles an hour, attracted 15 starters. The race consisted of three heats totaling 75 nautical miles in length and laid out on Lake St. Clair and the Detroit River. One of the heats was a night race, the other two being started in daylight. A number of different courses of the same length were selected by the Detroit Committee, the boats being sent over their various courses without the owner knowing which course his boat was to take until within a few minutes time of the starting gun. First place in the Kermath Trophy race went to Chanwi, owned by William D. Ogden; second to Escapade, owned by H. R. Esling, and third position to Storm King, owned by W. A. Rowe.

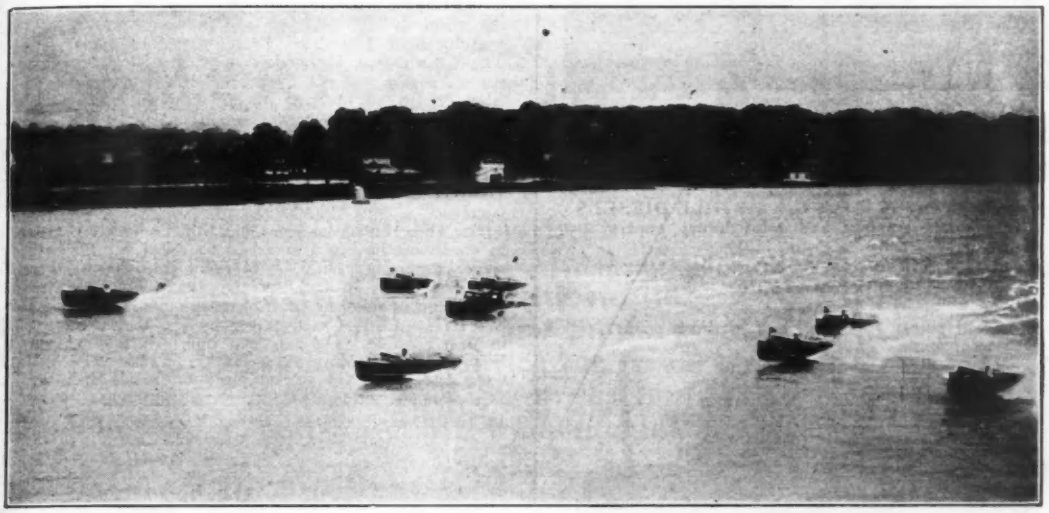
The racing in the 151-inch hydroplane event, consisting of three 5-mile heats, provided some of the most interesting and spectacular racing in the entire race meet. First place was taken by Thunderbolt II, owned by C. M. Hall, with Little One II, owned by R. C. Sheldon, in second place and Meadowmere, owned by Chris Ripp, in third place.

The event for unlimited outboard runabouts, consisting of three 5-mile heats, was won by boat number M-86, owned by William Gunniss. The George Harrison Phelps Trophy for Class B, Division 2 outboards, also consisted of three 5-mile heats and was won by Nonpareil, driven by Francis Brobeil.

The Commodore L. J. Gilbert Trophy, for stock runabouts of not under 18 feet in length and not over 82 horse power, was won by Albermau, owned by A. B. Thomas. The Charles F. Clippert Trophy, open to any class of outboards using displacement hulls, was won by boat No. 71, owned by C. M. Hendricks. The Matthews Cruiser Chance race was won by Inca-II II, owned by G. Hopper. The James A. Talbot, Jr., Trophy for Class B, Division I outboards, was won by boat No. 131, owned by Jack Wood.

(*Continued on page* 132)

Advertising index will be found on 3rd last page



A fleet of Chrysler-powered Chris-Crafts maneuvering at full speed off Algonac, Michigan

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per dollar of cost, per pound of weight

The relationship of horsepower to weight is a basic factor for the buyer of a marine engine to consider. It is no longer necessary to burden your boat with hundreds of excess pounds in your engine.

Chrysler Marine Engines are designed and built to deliver a maximum of horsepower for their poundage, consistent of course with necessary ruggedness, to insure dependability and long life.

The foremost designers and builders in the country were quick to recognize the superiority of Chrysler Marine Engines, evidenced by their adoption for such craft as A. C. F., Dart, Chris-Craft, Corsair, Gar Wood, Sea-Lyon and Wheeler.

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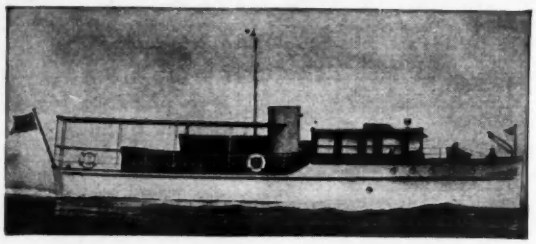
New York City and Seattle, Wash.

J. H. HUTCHINSON
Alexandria Bay, New York

SYRACUSE MOTOR CAR CO.
Marine Division, Syracuse, N. Y.

Chrysler *MARINE ENGINES*

CHRYSLER MOTORS PRODUCT



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Townsend Boat Co. from Thos. D. Bowes design

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NO SMOKE OR FUMES—NO FIRE HAZARD
NO VIBRATION

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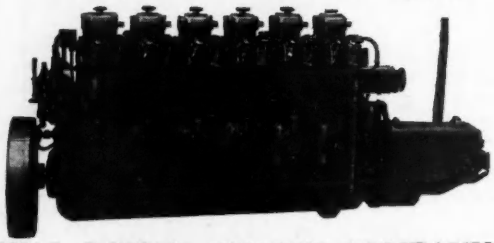

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YOU DON'T HAVE TO BE A WHEELBARROW MANUFACTURER TO KNOW WHAT FREEDOM FROM REPAIRS MEANS

You need only know what you should expect of a reverse gear, what it should do to give you satisfaction—*not trouble.*

FREEDOM FROM REPAIRS—means a reverse gear that is simply designed and ruggedly built to meet every cruising requirement squarely and honestly—a hardened gear train that allows the fullest expression of the engine in front of it—

***and* A HIGH SPEED REVERSE**

Four different enclosed type sizes

The* "90" *Line
PARAGON

***"There are no trick parts to a* PARAGON"**

PARAGON GEAR WORKS 409 CUSHMAN ST. TAUNTON, MASS.

America Retains Harmsworth Trophy

(*Continued from page* 130)

The George Marsh Trophy, for Class C, Division 1 outboards, was taken by Flash, owned by Jack Smith. In the Liggett Cruiser race, first prize went to Hedgie, owned by C. L. Simmons. The Main Sheet Trophy, for Class C, Division 2 outboards, was won by Nonpareil, driven by Francis Brobeil.

The Commodore A. A. Schantz Trophy, open to runabouts of not under 21 feet in length and not over 125 horse power, was won by Belle Isle Chris Craft, owned by E. M. Gregory, Jr. The Commodore McLeod Trophy, for stock runabouts of not under 25 feet and not over 150 horse power, was won by All Star II, owned by Dr. W. E. Sanborn. The LeRoy Gilbert Trophy, for 82 horse power stock runabouts, was won by Chris Craft, owned and driven by E. M. Gregory. The 200 horse power stock runabout race was won by Tarzan, owned by A. H. Nunnelley, and the Aaron DeRoy Trophy, for Class D, Division 2 outboards, was won by boat M-86, owned by B. Gunniss.

The event known as the Gold Cup Committee Handicap, open to runabouts having a speed of 35 miles per hour, brought out some interesting racing. This event consisted of three heats of 20 miles each. In the first two heats, Hackercraft, driven by Dick Locke, finished in first position. In the third heat All Star III, a Chris Craft, driven by Dr. W. E. Sanford, finished in first position. On handicap time All Star II was awarded first place, with Mary A, a Hacker craft owned by C. P. McCready, finishing in second place on handicap time.

A complete summary of the results follows:

British International Trophy Race, 1st Heat, 30 Nautical Miles

	Speed	Average MPH Nautical	Statute
1. Miss America VIII, owned by Gar Wood	63.105	58.9941	67.9317
2. Miss America VII, owned by Gar Wood	63.302	58.9938	67.9313
3. Miss Los Angeles II, owned by J. A. Talbot Jr.	31.834	29.890	34.419
3. Miss Estelle IV, owned by Miss M. B. Carstairs	DNF		

British International Trophy Race, 2nd Heat, 30 Nautical Miles

	Speed	Average MPH Nautical	Statute
1. Miss America VIII, owned by Gar Wood	69.010	65.382	75.287
2. Miss America VII, owned by Gar Wood	68.603	64.918	74.753
3. Miss Estelle IV, owned by Miss M. B. Carstairs	59.428	55.657	64.089
4. Miss Los Angeles II, owned by J. A. Talbot, Jr.	47.197	44.508	51.251

Matthews Cruiser, Invitation Cruiser Chance Race
One Heat, 5 Miles

1. Inez R. II, owned by G. Hopper.
2. Awandra II, owned by H. Van Sickle.
3. Coquette, owned by J. B. Shepherd.
4. Jay-Mar, owned by J. W. Fortune.
5. Ulrich, owned by L. Ulrich.
6. Bess-Pal, owned by G. W. Matthews.

Society of Automotive Engineers Trophy, Outboards
One Heat, 2½ Miles

1. S-164, owned by Mr. Carson.
2. S-31, owned by Dwight Huse.
3. M-81, owned by Jim Wayman.
4. M-80, owned by Mr. Dresser.

James A. Talbot, Jr., Trophy, Class B, Division 1, Outboards
Three Heats, 5 Miles Each

1. No. 131, owned by Jack Wood.
2. Flapper II, owned by H. B. Joy, Jr.
3. Baby Vaporizer, owned by D. M. Schuyler.
4. Solo, owned by M. W. Bowen.
5. Miss Rene, owned by Paul Garty.
6. Sin, owned by H. Bowen.
7. No. 521, owned by H. M. Hootman.

Wehlying Bros. Trophy, 2½ Liter, Hydroplanes, Limited
Three Heats, 10 Miles Each

1. Thunderbolt II, owned by C. M. Hall.
2. Little One II, owned by R. C. Sheldon.
3. Miss Buffalo, owned by R. R. Huntley.
4. Meadowmere, owned by Chris Ripp.
5. Westchester III, owned by W. W. Hammond.
6. Thunderbolt III, owned by C. M. Hall.

(*Continued on page* 134)

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Gulfpride

AMERICA'S FINEST MARINE MOTOR OIL

GULFPRIDE OIL has been pronounced by several Motor Car builders as the finest lubricating oil ever offered to the public—

It gives unrivaled lubrication to all parts—contains minimum carbon content, and functions well in colder climates.

Great credit has been given GULFPRIDE OIL for its successful lubrication of the St. Louis Robin in its 420 hour endurance test.

In Marine engine lubrication, GULFPRIDE will give greater efficiency and last longer than any other oil in the world.

Sample on request

GULF REFINING COMPANY

PITTSBURGH, PA.

You, Too, Should Use

SILVER SUDS

The amazing sudsy action

of the 33-year-old marine cleanser utterly penetrates and dissolves dirt and grease—yet, is absolutely harmless to painted surfaces, metal—and your hands. Quickly, and without hard rubbing, it brings lasting lustre—does all the varied cleaning jobs that usually call for special preparations. Before mooring your craft for the winter, clean her with Silver Suds Marine Cleanser, which will give added protection against the elements and, possibly, make costly spring conditioning unnecessary.

1 and 5 gal. pails at $2.00 and $7.50
Send 50c for trial pail.

SILVER SUDS MFG. COMPANY, Philadelphia, Pa.

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Old Man Joe's
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Universal Joints

New manufactured and sold to the marine trade by Old Man Joe exclusively. Quick shipments from complete stock at all times. Send for folder on the line.

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Strong
Long-Lived
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Large
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MARYLAND BUILT CRUISERS

WE are ideally equipped for designing and building cruisers and houseboats to meet your personal requirements at reasonable prices. For example we suggest:

Forty-One-Ft. Bridge Deck Cruiser: Single Screw $8,700; Twin Screw $10,000.
Complete with full equipment.

Fifty-foot Houseboat Cruiser: 150 H. P. Lathrop Engine $13,000. Complete in every detail.

Our boats are substantially constructed of selected materials by skilled men.

Submit your ideas to us for quotations, or write for further details on our boats.

Forty-one foot sword fisherman.

RALPH H. WILEY, M.E. **OXFORD, MARYLAND**

America Retains Harmsworth Trophy

(*Continued from page* 132)

R. Geo. Marsh Trophy, Class C, Division 1, Outboards, Three Heats, 5 Miles Each

1. Flash, owned by Jack Smith.
2. M-1311, owned by Jack Wood.
3. Century Cyclone, owned by Irving Smith.
4. Miss Acs, owned by G. Hicks.
5. Miss Francis, owned by Geo. Cater.
6. Mickey II, owned by G. Middlebrook.

Liggett Cruiser Race, Invitation Cruiser Chance Race, One Heat, 5 Miles

1. Hedgie, owned by C. L. Simmons.
2. Ed-Don-Rob V, owned by Albert Sauer.
3. Sapphire, owned by O. T. Toepel.
4. Mar-Jim III owned by E. B. Teetzel.
5. Albermar owned by A. D. Thomas.
6. Doris F owned by H. J. Fortain.
7. Iris owned by Howard Rex.
8. Molly O III, owned by Milton Meier.
9. Storm King, owned by W. A. Rowe.
10. Wags II owned by A. Wagner.

The Main Sheet Trophy—Division 2—Class C—Outboards Three Heats, 5 Miles Each

1. M-494 owned by C. Danachy.
2. M-47 owned by H. Vreeland.
3. M-496 owned by E. Lamaitre.
4. M-10 owned by J. Holden.
5. M-68 owned by F. Beebe.
6. S-90 owned by A. Ellerbrock.

Commodore A. A. Schantz—Stock Runabouts, Not Under 21 ft. Over 125 H. P. One heat, 15 miles

1. Belle Isle Chris Craft owned by E. M. Gregory Jr.
2. Skip owned by Charles L. Wood.
3. Blanchet owned by T. B. Tyler.

Dick Locke Handicap—Runabout Invitation First and third heats 10 miles, Second heat 20 miles

1. Evangeline owned by Ray Dahlinger.
2. Baby Gar owned by Gar Wood.
3. Miss Dee-Wite owned by J. Lodge.

Commodore Alex L. McLeod Trophy—Stock Runabouts Not Under 25 Ft. Not Over 150 H. P. One heat 15 miles

1. All Star II owned by W. E. Sanborn.
2. Cega owned by C. M. Fox.

Le Roy Gilbert Trophy—Stock Runabouts Not Under 18 Ft. Not Over 82 H. P. One heat, 15 miles

1. Chris Craft owned by E. M. Gregory.

Kermath Runabout Race—Stock Runabouts Not Under 25 Ft. Not Over 200 H. P. One heat 15 miles

1. Tarzan owned by A. H. Nunnelley.
2. Chris Craft owned by J. E. Potter.
3. All Star I owned by Dr. W. E. Sanborn.
4. Alphie II owned by A. Kronk.
5. Chris Craft owned by Mrs. Smith.

Gold Cup Committee Trophy, Outboards, Unlimited Three Heats, 5 Miles Each

1. M-86, owned by Wm. Gunniss.
2. M-69, owned by Harry Fredericks.
3. M-111, owned by John Maypole.
4. M-201, owned by Wm. Fordhan.
5. Bobby Jones, owned by Arrow Boat Co.
6. M-533, owned by Les Nelson.

George Harrison Phelps Trophy, Class B, Division 2 Outboards, Three Heats, 5 Miles Each

1. N-494, owned by Chas. Danacher.
2. N-201, owned by Wm. Forhmam.
3. F-111, owned by John Maypole.
4. S-144, owned by Earl Boyer.
5. N-496, owned by E. Lamaitre.
6. S-162, owned by A. E. Brock.

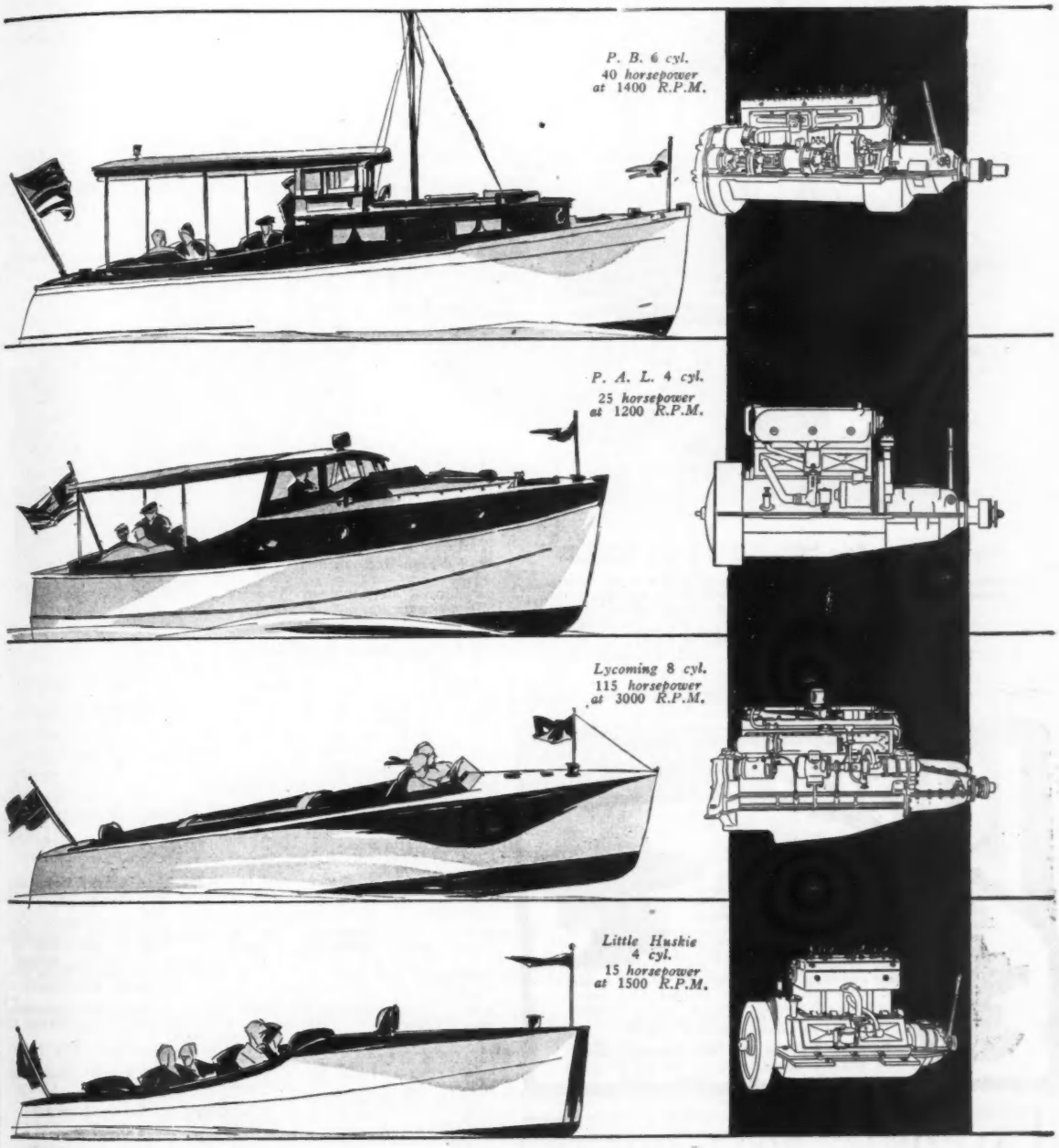
Aaron De Roy Trophy, Class D, Division 2, Outboards, Three Heats, 5 Miles Each

1. M-86, owned by B. Gunniss.
2. Miss Grosse Isle, owned by H. Ferris.
3. Runnin' Wild, owned by S. Knudsen.

(*Continued on page* 136)

Advertising index will be found on 3rd last page

PALMER



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Boat builders will always equip with Palmer Engines. Just ask them to. They know that for thirty-five years these motors have been giving dependable service. Their ratings are honest. They make a boat perform as she was designed to perform.

Then there is the matter of service. There is a Palmer agent in every important coastal city. Write for details and complete line of Palmer Engines.

PALMER BROS. ENGINES, Inc., Cos Cob, Conn.

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Sand Dab: Length 18'6", beam 6 ft. Draft 11", Seating capacity six persons, speed 15 to 22 miles per hour. Priced from $1250 to $1495.

21-Ft. De Luxe: Seating capacity six passengers, mahogany planked, six or eight cylinder motor. Speed 30 to 38 miles per hour. Priced from $1950 to $2350.

Aqua Flyer Jr.: Length 16 ft., beam 50", speed 18 to 32 miles per hour. Price $190 without motor.

Complete line of motor boats, outboard motor boas, hydroplanes and row boats carried in stock ready for immediate shipment. *Write for catalog.* Dept. M. A.

DUNPHY BOAT MFG. CO.
DEPT. MBG-9 EAU CLAIRE, WIS.

LOBEE CIRCULATING & BILGE PUMP

You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive. These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from ⅛" to 1½" suction and discharge. Different designs for various types of drive and mounting made to order.

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Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
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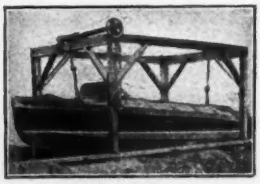
ALGONAC BOAT HOISTS

These hoists are ideal for laying up your boat easily and quickly. Immediate delivery on standard model hoists.

Write for information.



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$115 to $250

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Chicago, Ill.; Lyon, Miss.; Oshkosh, Wisc.; Galveston, Texas; Milwaukee, Wisc.; Minneapolis, Minn.; Calumet, Mich.; Miami Beach, Fla.; Toledo, Ohio; Cleveland, Ohio.

We still have some very good territories open for live dealers

America Retains Harmsworth Trophy

(*Continued from page* 134)

GOLD CUP COMMITTEE HANDICAP, OPEN TO RUNABOUTS OVER 35 M. P. H., PACED START, FIRST HEAT 17.5 MILES, SECOND AND THIRD HEAT 20 MILES

1. All Star III, owned by W. E. Sanborn.
2. Mary A, owned by C. P. McCready.
3. Hackercraft, owned by C. S. Morgan.
4. Toots, owned by E. W. Hodge.
5. Hacker Craft, owned by Dick Locke.
6. Blanche I, owned by T. B. Tyler.

A. C. F. TROPHY, STOCK RUNABOUTS, NOT UNDER 27 FT. NOR OVER 250 H. P. ONE HEAT, 15 MILES

1. All Star III, owned by Dr. W. E. Sanborn.

KERMATH TROPHY, CRUISER HANDICAP, 75 NAUTICAL MILES

1. Chanwi, owned by Wm. D. Ogden.
2. Escapade, owned by H. R. Esling.
3. Storm King, owned by W. A. Rowe.
4. Sapphire, owned by Dr. O. T. Toepel
5. Mar-Jim, III, owned by Dr. E. H. Teetzel.
6. Wag II, owned by A. B. Wagner.
7. Rob-E-Lo, owned by R. E. Linn.
8. Del-Mar-Lo, owned by C. H. Koerber.
9. Aubrey, owned by W. A. Fredericks.
10. Kathleen, owned by W. A. Bellows.
11. Ja-Mar, owned by J. W. Fortune.
12. Molly O II, owned by Milton Meier.
13. Alara, owned by A. P. Teetzel.
14. Jean A, owned by W. E. Adams.
15. Betty Win III, owned by L. W. Forrester.
16. Dauntless, owned by F. W. Pearce.
17. Velm E II, owned by B. Warman.
18. Ed-Don-Rob, owned by A. Saur.

CHAS. F. CLIPPERT TROPHY, OUTBOARDS, DIVISION 2, THREE HEATS, 5 MILES EACH

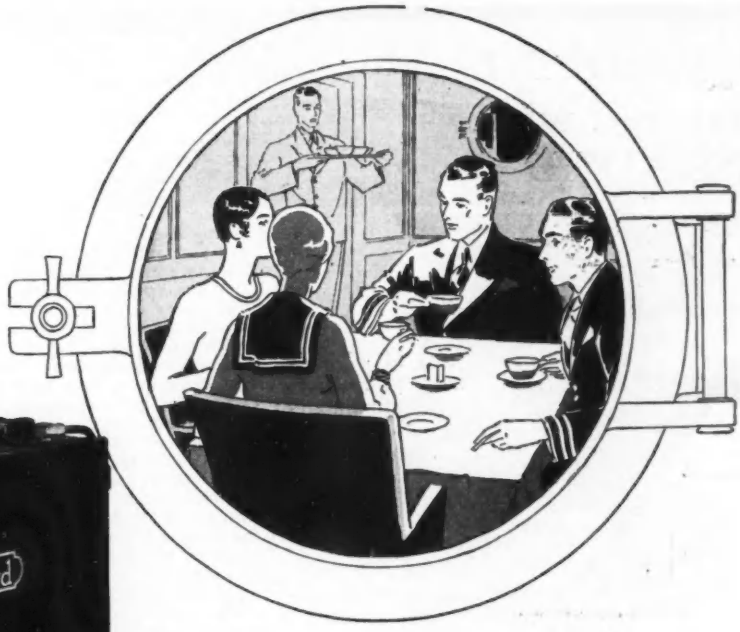
1. No. 71, owned by C. M. Hendricks.
2. Lyman, owned by R. Waker.
3. Bill-O-Bout, owned by Bill Doak.
4. M-3, owned by J. Nunneley.
5. M-80, owned by Karl Long.
6. S-136, owned by R. B. Doty.
7. S-133, owned by Karl Bates, Jr.
8. Albermau, owned by A. D. Thomas.
9. M-81, owned by R. L. Parons.
10. J. R., owned by Mark Goldberg.

HISTORY OF THE HARMSWORTH TROPHY RACE

Year & Place	Name of Boat	Owner	Speed	Club
1903 Queenstown, Ireland	Napier I	S. F. Edge	16.96 knots 19.53 S. Mi.	Royal Motor Yacht Club
1904 Solent, Eng.	Trefle-A-Quatre	E. B. Thubron	23.13 knots 26.63 S. Mi.	Automobile Club de France
1905 Arcachon, France	Napier II	S. F. Edge	22.61 knots 26.03 S. Mi.	Royal Motor Yacht Club
1906 Solent, Eng.	Yarrow-Napier	Lord Montagu of Beaulieu and L. de Rothschild	13.44 knots 15.48 S. Mi.	Royal Motor Yacht Club
1907 Solent, Eng.	Dixie I	E. J. Schroeder	27.6 knots 31.78 S. Mi.	Motor Boat Club of America
1908 Huntington Bay, L. I.	Dixie II	E. J. Schroeder	31.347 knots 36.11 S. Mi	M.B.C.A.
1910 Huntington Bay, L. I.	Dixie III	F. K. Burnham	31.3 knots 36.04 S. Mi.	M.B.C.A.
1911 Huntington Bay, L. I.	Dixie IV	F. K. Burnham	34.98 knots 40.28 S. Mi.	M.B.C.A.
1912 Huntington Bay, L. I.	Maple Leaf IV	Sir E. Mackay Edgar	37.5 knots 43.18 S. Mi.	Royal Motor Yacht Club
1913 Osborne Bay, Eng.	Maple Leaf IV	Sir E. Mackay Edgar	49.02 knots 57.45 S. Mi.	Royal Motor Yacht Club
1920 Osborne Bay, Eng.	Miss America	Garfield A. Wood	53.42 knots 61.51 S. Mi.	M.B.C.A.
1921 Detroit	Miss America II	Garfield A. Wood	51.89 knots 59.75 S. Mi.	M.B.C.A.
1926 Detroit	Miss America V	Garfield A. Wood	53.08 knots 61.118 S. Mi.	Yachtsmen's Association of America
1928 Detroit	Miss America VII	Garfield A. Wood	51.594 knots 59.325 S. Mi.	Y.A.A.
1929 Detroit	Miss America VIII	Garfield A. Wood	65.379 knots 75.287 S. Mi.	Y.A.A.

(*Continued on page* 138)

Advertising index will be found on 3rd last page



In Port . . . . .

hospitable cabin lights

Your guests, women guests especially, appreciate the homey convenience of adequate light. As a host you want them to have plenty. But as a "skipper" maybe you're a bit anxious about dragging so much current off your battery.

A Willard Battery will relieve your mind. Its heavier plates, its staunch insulation and rugged seagoing terminals give it unusual capacity and recuperative power.

Write the distributor nearest your port for information and assistance in selecting the proper battery for your boat.

Address Your Nearest Factory Distributor

BOSTON, MASS.,
Statler Bldg.,
Rooms 1126-1127.

CHICAGO, ILL.,
1403-1407 The Bankers Bldg.
105 West Adams Street

CLEVELAND, OHIO,
1920 Scranton Road.

DETROIT, MICH.,
5946-54 Cass Avenue.

LOS ANGELES, CALIF.,
16th and Hope Streets.

NEW YORK CITY, N. Y.,
551 Fifth Avenue.

PHILADELPHIA, PA.,
3619 Walnut Street.

PORTLAND, OREGON,
9th and Everett Streets.

SAN FRANCISCO, CAL.,
480 Second Street,
1380 Bush Street.

SEATTLE, WASH.,
Fourth Ave. & Blanchard St.

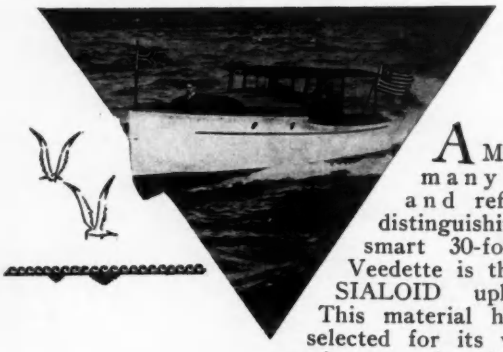
Willard Storage Batteries are the result of over twenty-five years of battery manufacture. Lead, lead compounds, battery solution and all materials are thoroughly tested before going into the battery, and each battery is rigidly inspected before leaving the factory.

MARINE BATTERIES

Willard

CLEVELAND·OHIO

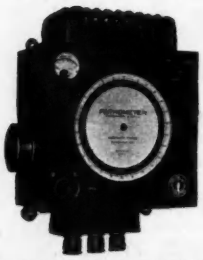
ELCO VEEDETTE upholstered with RUSSIALOID



AMONG the many features and refinements distinguishing this smart 30-foot Elco Veedette is the RUSSIALOID upholstery. This material has been selected for its weather-resistance, durability and handsome appearance. Available in a wide variety of colors RUSSIALOID will blend with any decorative scheme.

The PANTASOTE COMPANY, Inc.
250 PARK AVENUE
NEW YORK, N. Y.

ECHO DEPTH SOUNDINGS BY SOUND



are made with the
Fathometer
Measurements of Water Depth beneath the Keel
—are—
ACCURATE VISUAL
INSTANTANEOUS
AUTOMATIC
FATHOMETER SOUNDINGS INSURE SAFE NAVIGATION
Submarine Signal Corporation
160 State Street, Boston, Massachusetts, U. S. A.

B. Schellenberg & Sons

EVERYTHING FOR THE PERSON OF THE YACHTSMAN, HIS OFFICERS AND HIS CREW

Clubs, yacht owners, commercial boat owners should take advantage of our almost 70 years' experience in outfitting the mariner, both inland and deep sea.

Crews and Club attendants furnished without Charge

B. SCHELLENBERG & SONS
Established in 1857
99 to 105 Myrtle Avenue
(Near Bridge Street), Brooklyn, N. Y.
Telephone: Cumberland 0804

The Scripps Reliability Race

The first running of the Commodore William E. Scripps Reliability Trophy by the Detroit Yacht Club resulted in a victory for L. W. Forrester, skipper of Bettywin III, a member of the D. Y. C. Forrester came within four seconds of equalling the time fixed by Measurer Howard E. Blood, the handicapper, finishing that amount ahead of his time. He piloted a consistent race, as the four seconds' difference occurred in a run of 126.175 statute miles.

There were 15 entries in the race and two of these were withdrawn. The first of the 13 to start left the Detroit Yacht Club dock at 5:58:38, Saturday evening. This was R. E. Linn's Rob-E-Lo, winner of the Kermath Trophy handicap last fall, and Linn was fourth in the race. The scratch boat was Ed-Don-Rob, owned by A. F. Saur, who left the D. Y. C. at 11:49:51 and finished tenth.

Howard E. Blood, measurer for the American Power Boat Association, Yachtsmen's Association of America, and the Gold Cup Committee, as a member of the race committee for this event, acted as handicapper.

While some of the boats, due to the expert use of the slide rule by their skippers and the advice of the navigators who swarmed the main dock, were able to beat their time slightly, they came in for a surprise at the finish when the course was extended around Peche Island. This resulted in a rather close race at the finish and several cruisers crossed in a bunch to get the checkered flag. Measurer Blood had been very lenient in adjusting the handicaps, but the finish of the race proved to be the closest in the history of the Scripps' Trophy, since its revival in 1919 at Cleveland.

The weather for the race was excellent, although some of the tail enders had a slight disturbance on Lake Erie to face on the way back from the Bay. When the race started, the breeze was freshening, and for a time it looked as though there might be some heavy weather, but the wind went down with the sun, and the thirteen contestants enjoyed a pleasant cruise to Put-In-Bay and return.

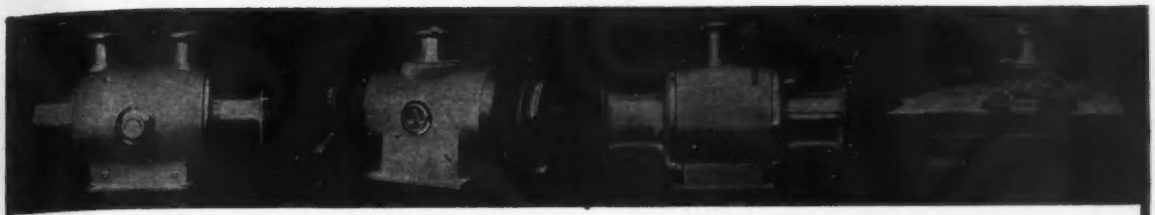
The course was from the D. Y. C. dock easterly in the Detroit River to the can buoy at the head of Belle Isle. This mark was left to starboard, and the boats then proceeded westerly down the Detroit River to the Bar Point Lightship in Lake Erie which was left to port. The next checking point was the Fox dock in Put-in-Bay, where all boats put in to the dock and left a checking card. Coming back, the boats again passed the Bar Point Lightship to port and proceeded up the old channel to the International Yacht and Country Club dock at Amherstburg. In the Detroit River off the head of Belle Isle the contestants were met by Measurer Blood and handed a new set of orders which required the circling of Peche Island, reporting to George Haas' Lady Jean, the stake boat at the eastern Peche Island light, and then to the starting point for the finish. After the race was completed, all of the contesting crews and the officials were guests of Commodore LeRoy J. Gilbert and the Detroit Yacht Club at breakfast, and the trophies were presented by Ivan M. Kirlin, chairman of the motor boat committee, organizers of the race.

Detroit Yacht Club, Comm. W. E. Scripps Reliability Trophy

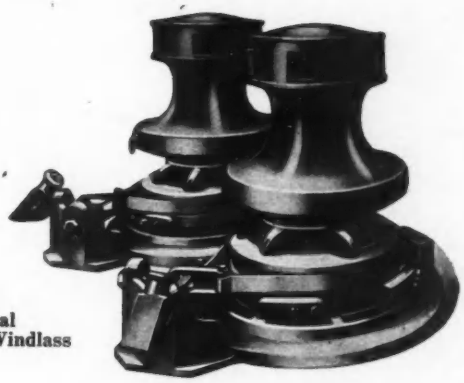
126.175 Statute Miles

Boat, Owner and Club	Starting Time	Finish Time	Early or Late Correction	Elapsed Time	Position
Wags II, A. B. Wagner..... Detroit Yacht Club	9:00:57	7:42:35	E 5:25	10:52:28	7
Rob-E-Lo, R. E. Linn..... Detroit Yacht Club	5:58:38	7:49:05	L 3:05	13:53:32	4
Escapade III, H. R. Esling.. Detroit Yacht Club	8:18:46	7:49:41	L 2:41	11:33:36	3
Alara, A. P. Teetzel, Jr.... Grosse Pointe Yacht Club	7:31:25	7:42:24	E 7:36	12:26:11	6
Tom Chi Chi, Lewis Liggett.. Detroit Yacht Club	7:07:57	9:34:25	L 1:49:25	16:15:53	12
Storm King, W. A. Rowe.... Detroit Yacht Club	9:11:08	9:46:50	L 2:04:50	14:40:32	11
Ed-Don-Rob, A. F. Saur.... Detroit Yacht Club	11:49:51	8:25:09	L 42:09	9:17:27	10
Bettywin III, L. W. Forrester. Detroit Yacht Club	7:39:01	7:39:56	E 00:04	12:01:03	1
Bo-Peep II, Ivan M. Kirlin.. Detroit Yacht Club	7:53:09	7:42:13	E 3:47	11:56:38	6
Marie II, C. A. Thornburg.. Sandusky Yacht Club	6:19:38	7:48:45	L 3:45	13:32:52	5
Aubrey, W. A. Frederick.... Detroit Yacht Club	8:19:46	7:39:59	E 8:01	disqualified	13
Chanwi, W. D. Ogden..... Detroit Yacht Club	7:25:25	7:42:30	E 1:30	12:20:05	2
Ja-Mar, J. W. Fortune..... Detroit Yacht Club	6:24:07	7:48:53	L 7:53	13:32:39	9
Kathleen, W. A. Bellows..... Detroit Yacht Club	Withdrew				
Jean A, Dr. W. E. Adams.... Detroit Yacht Club	Withdrew				

Advertising index will be found on 3rd last page



ABOVE, *left to right*—Type "D" Boat and Sail Hoist; Type "G" Electric Windlass; Hand Windlass Type "J," No. O; Motorboat Electric Windlass.



Double Vertical
Electric Capstan Windlass

A-E-CO
DISTRIBUTORS

SMITH-MEEKER ENGINEERING CO.
123 Liberty Street
New York City

WALTER H. MORETON CORP.
1043-45 Commonwealth Avenue
Boston, Mass.

H. F. RASMUSSEN
Queen & Crescent Bldg.
New Orleans, La.

VICTOR E. DALTON, INC.
542 S. Figueroa Street
Los Angeles, Calif.

THE McCAFFREY CO.
311 West Broadway
San Diego, Calif.

PEDEN IRON & STEEL CO.
Houston, Texas

• • • A-E-CO Auxiliaries Make Fine Yachts Finer

The mechanical beauty and all-around utility of this strong, efficient windlass, like all other A-E-CO yacht units, make it an aristocrat of deck equipment and recommend it for use on the larger yachts.

It can be furnished with capstan heads, as shown, or without capstan heads. The windlass is driven from below deck by a single electric or electro-hydraulic unit. The wildcats are arranged with locking devices and can be operated independently or in unison. Provision is made for hand operation, but this can be omitted when desired. Capstan barrels, wildcats and other parts above deck are galvanized.

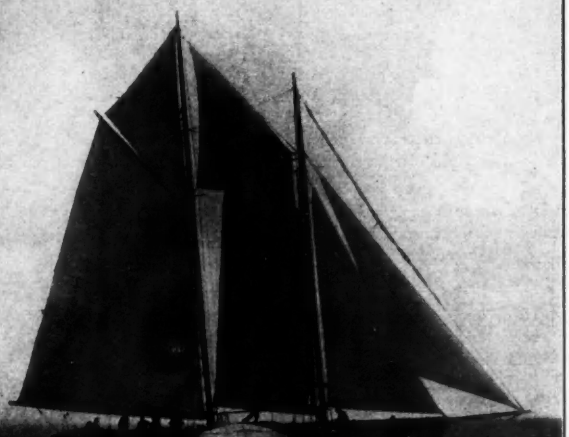
A-E-CO auxiliaries and fittings meet the requirements of the most fastidious yachtsman and the most critical marine engineer. They embody the best in material, workmanship and finish. They give added smartness to the handsomest yacht.

WRITE FOR CATALOGUE

AMERICAN ENGINEERING COMPANY
2419 Aramingo Avenue **Philadelphia**

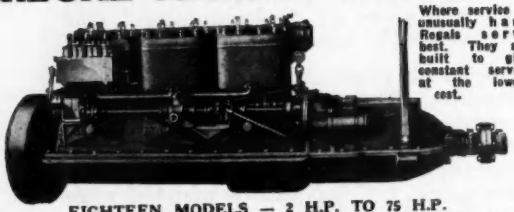
BELOW, *left to right* — Horizontal Electric Hoist; Worm-geared Electric Windlass; Electric Drum Type Steerer; Worm-gear Davit Winch.

MANNING'S MARINE ANTI-FOULING PAINT
SPECIFIED BY THOSE WHO KNOW



MALABAR IX
EDWIN M. HILL
PEMAQUID HARBOR, MAINE

For Constant Service There Are None Better Than
REGAL MARINE ENGINES



Where service is unusually hard Regals serve best. They are built to give constant service at the lowest cost.

EIGHTEEN MODELS — 2 H.P. TO 75 H.P.
Regal Engines are equipped with high speed reversing gear. Link Belt, silent chain drive for timing gears.
REGAL GASOLINE ENGINE COMPANY
Established 1901
74-82 WEST PEARL ST. COLDWATER, MICH.
Manufacturers of REGALITE, ¾-K.W. air-cooled electric lighting plant.

Plymouth Rope + Good Anchor = Safety

YOU never know just when a good solid anchor and a few fathoms of stout Manila rope are going to be the ONLY things between you and disaster? Check up on your ground tackle. Our new, *FREE* booklet, *"Rope for the Boatman,"* tells you how to determine what kind and size of rope you need for *every boating purpose.* Send for a FREE copy.

Plymouth Cordage Co., North Plymouth, Mass.

PLYMOUTH *The Rope You Can Trust*

Yard and Shop

(*Continued from page* 104)

EFFICIENCY IN REDUCTION GEARS

During the past few years the marine industry has seen the increasing use of lightweight engines of medium and high speed, successfully driving big propellers on heavy boats through the medium of a reduction gear. Prior to that time, the necessity of turning a big wheel with direct drive from the engines, required that the heavier boats use engines of big bore and stroke, with their attendant tremendous weight and big dimensions throughout. Valuable space amidships in the best part of the boat was lost and big cylinder dimensions accounted for a heavy consumption of fuel.

Four years ago the Sterling Engine Company, realizing the advantages to be derived from a combination of relatively higher engine revolutions with moderate propeller speed, started the development of a reduction gear engine. The original gears worked easily enough but some difficulty was experienced in operation, as the construction embodied two levers intead of one; one controlled the clutch, the other the gear shift. This meant that in a twin screw installation the operator had to handle four levers in maneuvering, in addition to wheel, spark and throttle.

To overcome this, Sterling then brought out their 5¼-inch bore Petrel model, rated normally at 175 h. p. at 1800 r.p.m. in which a 300 h. p. regulation planetary reverse gear was used, controlled by a single lever. The reduction gear follows the reverse gear and the engine is operated exactly like the ordinary engine without the reduction.

The success of the engine in a great number of heavy boats such as medium speed cruisers of 12 to 17 m.p.h., houseboats and commercial vessels, has been definitely established, and in several installations, results have showed steady cruising possibilities at 12 to 14 m.p.h. with the exceptionally low fuel consumption of one gallon per mile. The installations invariably prove that space is saved, amounting in one specific case to the addition of two more staterooms. At the same time, efficiency is not only increased but higher boat speeds are generally possible.

Old River, a 125-foot houseboat of Gielow design is one of the typical craft in which the Sterling gear drive engine has driven the craft faithfully and economically over thousands of miles. The small size and light weight of the power plant permitted installation well aft and none of the most desirable portion of the boat has been sacrificed to engine room. With crew's quarters aft, approximately 90 of the 125-foot length for the entire width of the boat, are usable by the owner. Old River drives along steadily at 12 m.p.h. on a minimum fuel consumption.

Francis S III of Wells design follows the lines of the well known Coast Guard 75-footer. She is a handsome craft and, powered with the Sterling Petrel, cruises at 14 m.p.h., maximum 17, on a fuel consumption of one gallon per mile.

Delta Standard is a Standard Oil barge, 125 feet long, 25-foot beam and 7-foot draft, used for carrying oil supplies and distributing in Southern California. Three months ago a Sterling reduction gear engine was installed and the boat has been functioning perfectly since without any adjustment.

There are many other installations, in tug boats and yachts, both here and abroad. After four years of development work, the Sterling Company is prepared to state that the present engine has been completely refined for perfect operation and that results permit 75 to 125-foot boats to travel on about one gallon per mile at a normal cruising speed of about 12 miles average.

CHICAGO MART LOCATES ON NAVY PIER

Through the signing of a long term lease early in August, between Hubbard H. Erickson for the Motor Boat Mart and the City of Chicago, for 140,000 square feet of space on Navy Pier, the marine industries and the boat loving public of this country became possessed of the most advantageous show location in the United States.

Through the transaction, the Motor Boat Mart is now in possession of the major portion of the upper deck of the great north wing of Chicago's famous pier. Across the entire front of this north wing, at the eastern end of Grand Avenue, the new location of the Motor Boat Mart will be announced by artistic signs in daylight and by glittering electricity at night. All the millions who seek recreation by lake travel on all steamer lines must pass this entrance; the millions who annually seek recreation on this municipal playground must pass it; the Motor Boat Mart will form the northern end of the mighty panorama of expositions which will be presented in the 1933 World's Fair; within one hundred yards of this entrance will pass the new Outer Driveway Bridge spanning the Chicago River; within five city blocks of Michigan Boulevard itself, the location will be the loop when the projected expansion is completed. Motor Boat Mart is now within a few squares of the location of the new $3,000,000 Chicago Yacht Club and only a few rods from the

(*Continued on page* 142)

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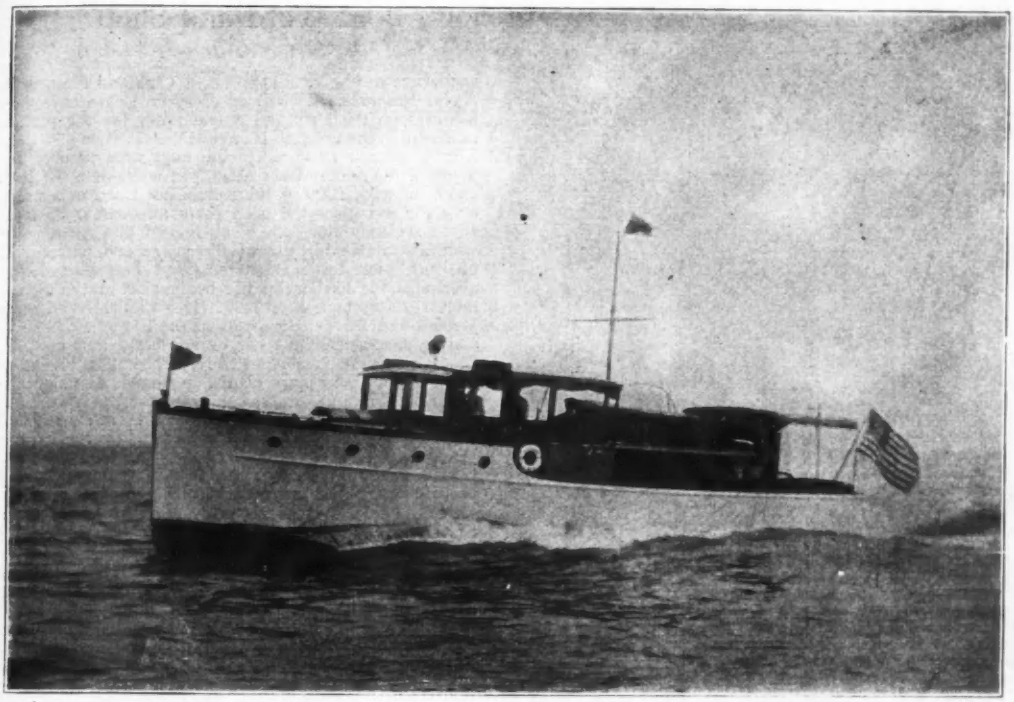


Standard Oil Official Praises BUDA Engines

Buda Company,
Harvey, Illinois.

Gentlemen:

Thank you for your letter of July 10th, with reference to the pair of engines which I have in my DAWN 45 Footer. I am delighted to be able to truthfully say that after approximately 90 hours of operation, these engines are running apparently as well as on the boat's trial, and that I have had absolutely no trouble of any kind with either one. About two weeks ago the boat went back to the builders for bottom painting, and at that time Mr. Holmes kindly sent a service man to check over the valve clearances, which seemed wise in the case of new motors.

The maximum speed swinging 22 x 16 wheels at 1400 R. P. M. is exactly 14 knots over a measured mile. With the engines turning at 1200 R. P. M., at which speed I usually run, the boat makes 12 knots consistently. These speeds may be lower than expected, but I wish to point out that they are with the boat fully equipped, with a normal load of gasoline, ice and water, as well as a reasonable amount of stores, and after all that is the only condition under which a boat's speed is of any value.

A photographer got a good picture of my boat at the New London Regatta the end of June. I am having several prints made and as soon as they come, I shall be very glad to send you one.

Being of the STANDARD OIL COMPANY, I like to reserve some of the credit for these motors' performances, for SOCONY products, as I have used SOCONY Special Gasoline and SOCONY Aircraft Oil No. 3, since the boat was placed in condition.

Yours very truly,
(Signed) B. B. JENNINGS.

Ask for Catalog No. 580 which gives full particulars on all Buda Models

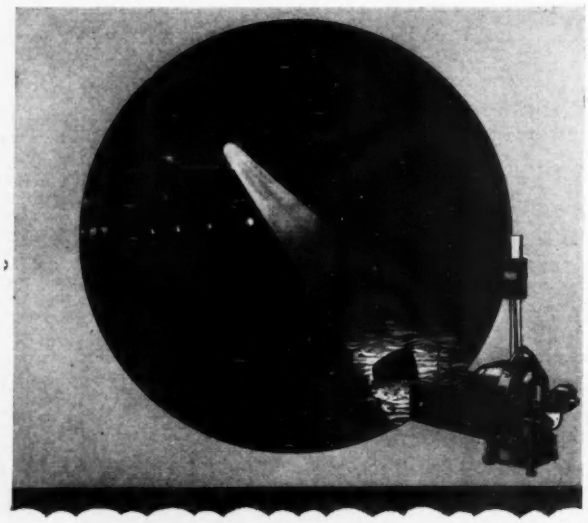
Branch Offices:

30 CHURCH STREET - - - - - - - - NEW YORK, N. Y.
664 MISSION STREET - - - - - - - SAN FRANCISCO, CAL.

THE BUDA COMPANY, HARVEY, { CHICAGO SUBURB } ILLINOIS

ESTABLISHED 1881

BUDA MARINE POWER



Southern Nights Afloat

This Homelite Portable electric light and power plant adds to enjoyment, safety, comfort. Generator with built-in air-cooled gasoline engine, stows in 21x14x21 inches of space. Weighs but 110 lbs. Batteries have reserve capacity of 2500 watt hours without running engine—plenty of power for 40 lights, pumps, anchor hoists, fans, percolators. Carry it ashore for camp. Write HOMELITE CORPORATION, 79 Riverdale Ave., Port Chester, N. Y.

HOMELITE
Portable Electric Light & Power Plant
3745

MARINE GLUES

1—Garboard leaks—Jeffery's Liquid Marine Glue
2—Pontoons—Ferdico Aviation Liquid Marine Glue
3—Under canvas—Jeffery's C Quality Marine Glue
4—Deck seams—Jeffery's No. 1 Yacht Glue
5—Speed boats—Ferdico Aviation Liquid Marine Glue
6—Side seams—Ferdico Seam Filler
7—Canoes—Jeffery's Special Marine Canoe Glue
8—Old rowboats—Jeffery's No. 7 Soft Quality Marine Glue

At all dealers everywhere.

L.W. Ferdinand & Co.
152 Kneeland Street, Boston, Mass.

AC SPARK PLUGS
BUILT FOR MARINE USE

AC SPARK PLUG COMPANY
FLINT, *Mich.*
U. S. A.

BE SURE to get the type recommended for your engine (1) High speed, high compression engines, *AC Type "AM" ⅞" Regular Marine*, or *Type "GM" Metric Regular Marine.* (2) Outboard or inboard racing engines, *AC Type "G2½" Metric Regular* or *Type A2½ ⅞" Regular.* (3) Boats with automobile engines, *AC Type "Y" ⅞" Semi-aircraft* or *Type "N-1" Metric Semi-aircraft.* (4) Slow speed large bore engines, *AC Type "Q" ½" Long; AC Type "A2½" Regular*, or *AC Type "G" Metric Regular.*

Yard and Shop

(*Continued from page* 140)

anchorage of the Columbia Yacht Club and the new home of the Naval Reserves. Two lines of surface cars have their terminal facilities on the Pier and ample room for the parking of thousands of automobiles is available.

It is difficult to visualize the huge area secured for this new home of the Motor Boat Mart. In width it is 70 feet; in length approximately 2,000 or more than one-third of a mile. Of steel, concrete and glass the head room afforded is 35 feet. The unroofed balcony along the north side of this space, some 20 feet in width, available for use of the lessee and patrons, adds almost one-third more to the chartered space. This outer deck, or balcony overlooks the harbor on the north side of the Pier, where notable regattas have been held. It was from this location 300,000 persons daily saw the regattas of the Pageant of Progress in 1922 and 1923. Around this harbor has been built and is being built Chicago's finest club, hotel and apartment buildings.

Ira Hand, Secretary of the National Association of Engine and Boat Manufacturers, has inspected the location of the new Mart with a view to annually staging a National Boat Show within its quarters and is enthusiastic over the prospect. For years a suitable location for a Chicago show, to follow that held annually in New York, has been sought, and it is quite probable that that organization will now elect to stage such a show and take over the Mart's premises for three weeks in the Spring for that purpose. For the remaining 49 weeks of the year the vast area of exhibition space will be available to the manufacturers' permanent exhibits in the Motor Boat Mart on the basis of $2.00 per square foot for the exhibition year of 49 weeks, the term of any contract running from September 1 to September 1. Exhibitors contracting for the exhibition year of 49 weeks will participate in the profits of the Mart from all sources, including exhibition rentals, admission fees, and such payment as may be made by the National Association for use of its premises for their three weeks' Annual Boat Show. As to permanent exhibitors taking space for the exhibition year but not participating in the Asociation's Boat Show—their products will be stored for the three weeks at the expense of the Mart.

If desirable the permanent exhibitor may arrange for office space in connection with the permanent exhibit and may secure storage space on the Pier for finished stock from which distribution may be made. One outboard manufacturer has already reserved 5,000 feet and expects to handle the entire mid-west distribution from the Motor Boat Mart.

Arrangements for space may be made now through Manager Hubbard H. Erickson, Motor Boat Mart, Navy Pier. The new Mart is now open and ready to receive boat, engine or accessory displays which may be consigned direct to the Motor Boat Mart, Navy Pier, Chicago.

This tremendous expansion of the Motor Boat Mart is in keeping with the policy when the Mart was first launched by Mr. Erickson in March, 1927. It was then located at 1725 Diversey Parkway. From the moment of its opening it has proved successful. Enlarged quarters were demanded before the end of the first year and the quarters of 2222 Diversey Parkway were secured. Here the Motor Boat Mart grew until it has now expanded into what unquestionably will be the largest and the most ideally located boat display in the world.

HIGH SPEED LUBRICATION

Gar Wood's triumph in the recent Harmsworthy Trophy event at Detroit in which he successfully defended the championship against the British challenger, Estelle IV, and set a speed record of 79.46 m.p.h. in competition, reflects further credit on the quality of Duplex marine engine oil.

According to Commodore Wood's statement, lubrication of the powerful engines in both Miss Americas VII and VIII, was perfect throughout both heats, pressure being maintained at maximum at all times. Duplex Grade Z was used in the preliminary runs and on being checked the day before the race, it was found that there was no dilution, so it was unnecessary to change for the race. Duplex Z has been used exclusively by Wood for the past four years.

Similar victories for Duplex are being scored in important speed contests all over the country. On August 11 at Meadowmere Park, Long Island, Chris Ripp of the Bayhead Yacht Club, took the New York State 151 championship with his Duplex-lubricated boat, Bay Head II. Chris-Craft, almost universally lubricated by Duplex, have been winning races and setting records all over the country—Newport, Detroit, Red Bank and elsewhere.

The outboards, too, have had their share of Duplex victories. At Greenwood Lake, Duplex was used by the winners of the D, E, and Grand Free-for-Alls and records of results reveal that a high percentage of the consistent winners rely entirely on Duplex.

(*Continued on page* 144)

Advertising index will be found on 3rd last page

—Sea Horse-Sense—

Model 22—Sleek, smooth and speedy—a marine miracle of safety and dryness, 30 miles per hour **Price $2925**

THE SEA SLED is the safest fast craft afloat. At the same time you owe it to your family, your friends and yourself to use horse-sense in handling one.

The rules of the road for boating are just as important as they are for motoring.

Your Sea Sled can carry you through much harder water than the ordinary boat can stand up to, but treat her right and don't go smashing out blindly at top speed before you get acquainted with your craft. Discover how she handles at various speeds, in rough water and smooth, before throwing her wide open.

Learn the courtesies of the sea as well and don't go roaring past an anchored yacht at supper time, spilling the other fellow's soup all over his cabin cushions.

Don't plan an extended cruise without learning all that the chart and coast pilot can tell you. If you're headed for uncharted water, ask the man who knows. Locate every reef, bar, rock and tide rip along your course and find out just what wind and tide can do at their worst to water that may look peaceful to you.

It is doubtful if any other craft has ever had such rigorous testing as the Sea Sleds. Less than ten miles from the plant is one of the pet bad spots along the Atlantic coast, and each new model is taken out to this boisterous tide rip and remorselessly slashed around until she has proved conclusively that she is truly seaworthy, using the term in its exact sense, and that she hasn't a weak spot in her.

We do everything possible to insure safety in the craft itself, but there is always the bare possibility that the very ruggedness built into the Sea Sled may tempt some thoughtless new owner to be foolhardy.

You can get all the thrills you want out of a Sea Sled—more than from any other craft of the same size and speed, but don't try to overdo it right at the jump. Use horse-sense in learning the ways of the sea.

New dealers are welcome. We could use a good many more of the right kind. And the right kind are writing us letters that sound like prosperity.

Model 26—Speed from 42 miles an hour down, carries ten with safe, luxurious comfort, the last word in streamline design **Price $4995**

Model 18—Outboard Express Cruiser. Adjustable cabin, kitchenette and toilet, sleeps two—20-28 M. P. H. **Price $875**

Model 16—Fast Outboard Runabout, double cockpits, forward controls. 25-33 M. P. H. **Price $495**

Model 13—the ablest open craft afloat. Speed 20-30 M. P. H. **Price $229**

TRADE-MARK REG. **SEA SLED** U. S. PAT. OFFICE

THE SEA SLED CORPORATION

Sole Licensee under Hickman U. S. Patents

226-228 Fourth Ave. at 19th St., New York

Yards at W. Mystic and Groton, Conn.

HIGHEST FACTOR OF SAFETY **SEA SLED** OF ANY CRAFT OF THE SIZE

SPEED · · WITH COMFORT AND · · SAFETY

The Newest Member of the
DYER MOTORCRAFT Family

"Protest"—a spectacular speed cruiser, the first of a fleet of 38-foot, twin screw express commuters.

This yacht is built of the special patent construction used in all Dyer Motorcraft. It has the greatest strength per material weight known to naval science and is particularly suited for fast work in rough water.

Orders Now Being Taken for Southern Delivery

DYER MOTORCRAFT CORPORATION
EAST GREENWICH, RHODE ISLAND

The World's Best Built Boat.

TANKS

For Storage of
GASOLINE, OIL or WATER
Made to Order

No matter what your tank problem, we are ready to meet your requirements for special shaped tanks in galvanized steel, monel metal or copper. Our engineering department will be glad to assist you. Also a large supply of standardized tanks in many sizes carried in stock for prompt shipment.

RUDDERS, STACKS, SPECIAL WORK
GALVANIZING

L. O. KOVEN & BROTHER
Incorporated
154 Ogden Avenue Jersey City, N. J.

ATLANTIC RADIO & MARINE CO.
INCORPORATED
20 BROOKLINE AVENUE BOSTON, MASS.

New Model H, HERBST Runabout, an ideal family boat. Complete HERBST line is on display at our showrooms.

New England Distributors For:
DEE WITE, HERBST, HOOTON AND LYMAN BOATS, SKIBOARDS, LOCKWOOD MOTORS, CORSAIR CRUISERS, CHRYSLER AND STEARNS ENGINES, UTE GARMENTS, KASSON LUBRICATING COMPOUND, DUPLEX MARINE OIL.

Yard and Shop

(*Continued from page* 142)

NIRVANA IV PLANKED WITH INDOAKO

Nirvana IV, designed and recently built by the New York Yacht Launch & Engine Company, is an attractive 100-footer owned by Holger Struckmann of Greenhaven, N. Y., president of the International Cement Company.

Mr. Struckmann is an engineer by profession and in the construction of his yacht he required that all materials entering into it be of the very finest. It was natural therefore that Indoako wood was specified for planking. The hull was double planked to insure maximum strength and the Indoako was used for the outside course. Indoako as is generally known is the product of the Indiana Quartered Oak Company, formerly known as Philippine mahogany. In addition to the material for planking, the teak and mahogany employed in Nirvana's construction were supplied by the Indiana Company.

MISS ENGLAND WINS AT VENICE

In the International Competition at Venice on September 14 for the Count Volpe Cup, Miss England piloted by Major H. O. D. Segrave defeated the American contender Miss America VII, when Phil Wood, the pilot, and his mechanic, Orlin Johnson, were thrown from the boat when Miss America overturned in running through Segrave's wash. Wood was rather badly hurt about the hips and Johnson suffered from submersion while Miss America had to be removed from the competition with a split keel.

The unfortunate accident occurred during the first lap of the race and both occupants were thrown from their seats entirely clear of the boat, which continued several hundred yards along the course without its passengers. At the time of the accident Miss England was holding a lead of 100 yards and she continued her run around the track to win and finish with an average speed of 55.35 m.p.h.

Johnson and Wood were taken to a hospital and the committee announced that the race would be run again on the following day but Miss America VII was so badly damaged as to be entirely out of competition.

In the morning Phil Wood at Miss America's wheel made four mile runs at an average speed of 90.34, the highest speed being 91.03 m.p.h. The motors performed perfectly and at the finish of the fourth run Wood ran the boat in to have the engines overhauled. The speed was two and a half miles behind that of Major Segrave. Miss America V competed on the fourteenth with Prince Ruspoli at the wheel but withdrew at the end of the first lap, Baby Gar finishing second.

In an earlier event of this meet Richard Busse won the first heat for the Tatler Cup with a Hackercraft, and a Baby Gar, manufactured by Gar Wood and owned by Count Beistecuie of Spain won the first heat of the Lloyd-Sabaudo Cup Race.

On the following day the Italian boat Cabac, owned by Marini Baglietto, won the race for King Victor Emanuel's Cup at a speed of 98.6 kilometers per hour which is the equivalent of 61.27 American statute miles, but failed to beat the record held by the French Sadi VI of 106 kilometers for twelve liter class boats. This record is the equivalent of 65.87 miles per hour.

The second run of the Tatler Cup went to the Italian cruiser Cabac but the cup was given to the German boat, Busse, for the best run of the two days. Count Rossi di Montelera's speedboat, Montelara, won the first prize of the Grand Prize of Venice event at a speed equal to 51.39 miles per hour.

On September 12 Baby Gar was forced to withdraw from the race for the Lloyd Sabaudo Cup, which was won by Baglietto's Cabac.

NEW YORK LEADS WORLD IN BOAT SALES

According to some figures just issued by Chris Smith & Sons of Algonac, Michigan, builders of the well-known Chris-Craft, New York City is the most popular place for motor boats. There are more Chris-Craft sold here than in any other distributing center in the world.

Closely following New York is Boston, which has climbed rapidly in the past year through a great increase in sales to second place. This came about through the acquisition of good marine service equipment. Detroit is now in third place, surprising as it may seem, but this position is largely attributed to the fact that it has almost ideal water facilities. Philadelphia, however, is not far behind in total sales, with Milwaukee following close behind it. Chicago, the second largest city, comes in with sixth place, and we can only account for this by the fact that to date its conditions for water travel have not been developed. Now, with the addition of two or three good marine service stations, this up and coming city should rapidly come up the line from its present position. Closing the list of the big seven motor boat cities is Cleveland, which up until this past year has never been a very good outlet for motor boats.

(*Continued on page* 146)

EMPIRE MARINE OIL

There's a grade of Empire especially refined for every engine type—every lubrication problem. Here is an oil worthy of your Diesel—yacht, cruiser or outboard. There's an Empire oil for each. Only 100% pure high gravity Pennsylvania crude oil is used in the manufacture of this super marine lubricant. That alone is enough to guarantee satisfactory service—but Empire offers far more—Empire by actual test contains no impurities, has higher flash and fire tests and easier starting qualities than any other marine oil in the world.

In fairness to your engine—use—

—EMPIRE—

The custom made marine oil

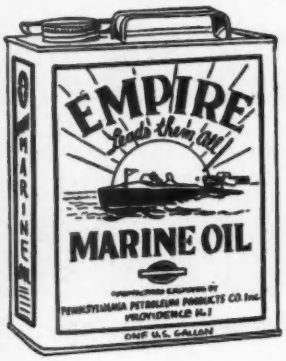
Dealers write today for exclusive proposition.

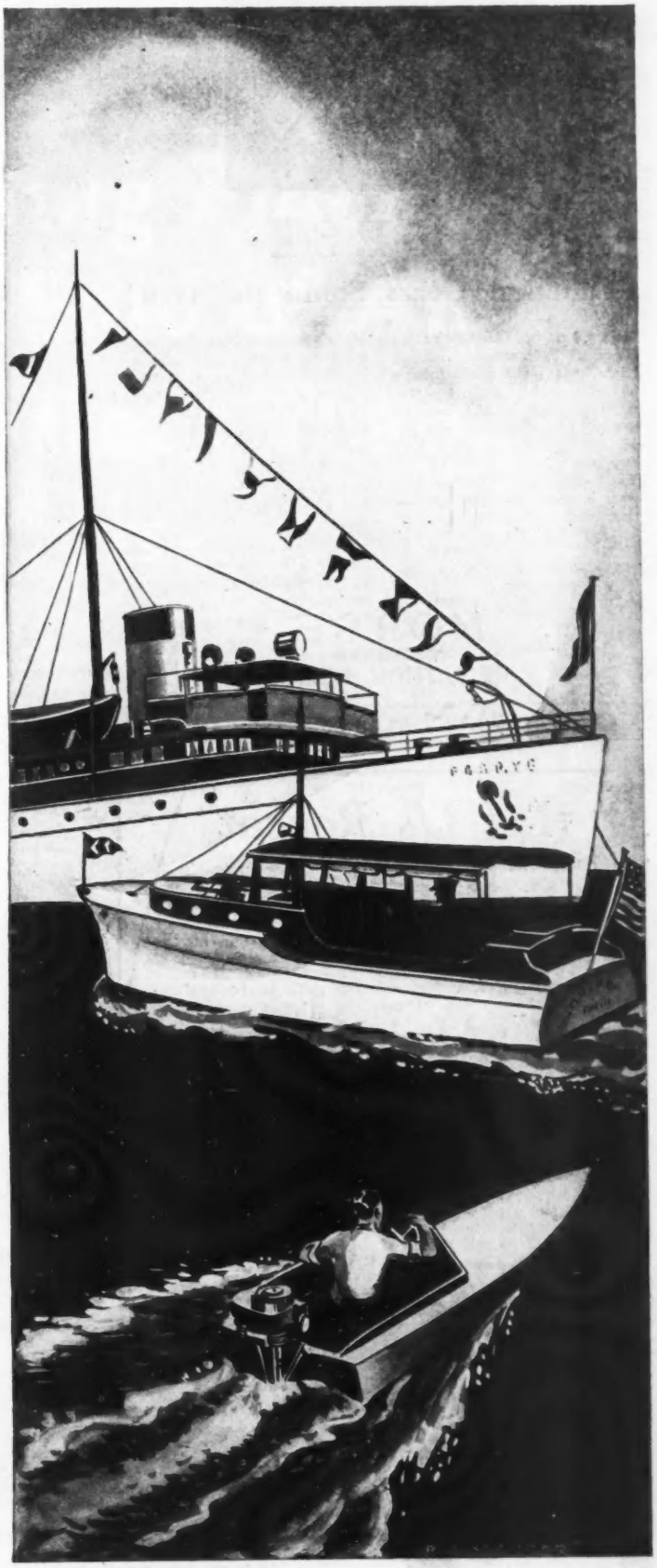
PENNSYLVANIA PETROLEUM PRODUCTS CO., INC.

PROVIDENCE, R. I.

Permit No. 98

Guaranteed 100% PURE PENNSYLVANIA OIL





MORSE

Reduction Gears Stand the Gaff!

Morse Straight Line Reduction Gears are built to take a lot of grief without whimpering. Sturdy . . . compact . . . dependable under the most difficult type of service, they have won the favor of innumerable work boat owners.

They give you everything you want in a reduction gear installation:

1. *Lower installation cost.*
2. *Lower operation and maintenance cost.*
3. *Greater maneuvering and towing ability.*
4. *Less bulky power plant with more space for load.*
5. *More power at propeller.*
6. *Increased speed.*

Morse Straight Line Reduction Gears are available in a complete range of sizes, suitable for engines of from 15 h.p. at 3,000 r.p.m. to 200 h.p. at 600 r.p.m. Perfectly adapted to Diesel installations as well as to light, high-speed engines.

In the smaller sizes, they may be had with either 2-to-1 or 3-to-1 reduction.

Let us help you with your reduction gear problems. A letter or wire will bring you complete information.

MORSE REDUCTION GEARS

When writing for further information, state size of power plant.

MORSE CHAIN CO., Detroit, Mich.

Let Us Repeat

THE Detroit Yacht Club monthly magazine—"Main Sheet"—holds for your product a ready and certain market. Don't overlook the opportunity of using space in it to sell the most enthusiastic group of yachtsmen in the world—and one of the largest!

Special rates and circulation data on request

The Main Sheet

5-216 General Motors Building Detroit

W. D. EDENBURN, Editor

The Sea-Skiff Cruiser *De Luxe*

Hubert S. Johnson Sea-Skiff Cruisers represent the last word in marine craftsmanship and are guaranteed to be constructed of only the highest quality materials. They are sea-worthy, easy to handle and complete to the smallest detail.

Write at once for further information

HUBERT S. JOHNSON BOAT & ENGINE WORKS

Bay Head, New Jersey

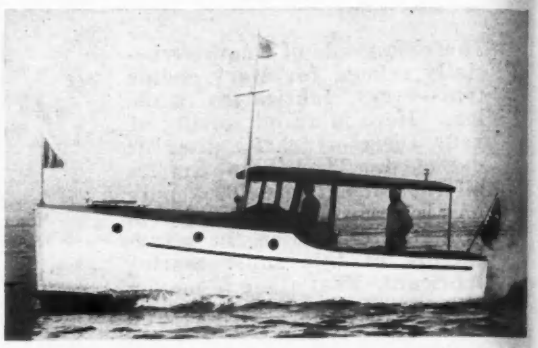
Yard and Shop

(*Continued from page* 144)

A SEA-GOING RADIO SET

Perfect radio reception aboard small motor yachts, even when the motor is chugging ahead at full speed, may be a reality soon. Experiments were started several weeks ago jointly by the Elco Works, of Bayonne, N. J., and radio experts from the experimental laboratories of Radio News with a view to perfecting a sea-going set which will give satisfactory service aboard such craft.

The floating laboratory is an Elco twenty-six foot cabin cruiser on which the experiments are being conducted as it cruises up and down Long Island Sound. In good weather and bad, the



Twenty-six foot Elco cruiser being used as a radio laboratory in tests being made by Elco Works and Radio News

radio engineers are sticking doggedly to their task, for if a set is to be of genuine service it must, above all else, give perfect reception under the most trying weather conditions.

Ordinary land-lubber sets are not at all satisfactory for sea duty. Their construction does not take into consideration the corrosive effect of the sea air, which corrodes to a finish the fine wires in a radio set after several weeks. No special protection is given against ignition noises which make the set useless as long as the engine is running. Nor is the set protected against engine vibrations, to which the radio tubes respond in a disheartening way. Salt water, when it gets into the set, as it does into

An interference locater which indicates the direction and amount of ignition interference

almost everything sooner or later, will begin its corrosive action against sliding and wiping contacts. It will immediately attack the prongs of the tubes and the fine wires of the coils and transformers. In the alternate damp and cool days afloat water will condense on pasteboard coils, and they will soon be ruined. In short, the regular land-lubber receiver has no business going to sea.

(*Continued on page* 148)

The Dodge Boat Works Use Lycoming 8-In-Line Marine Engines as Standard in Their 26-Foot Runabout

Nothing *Finer* Can Be Said of Any Motor Boat Than, It is -

LYCOMING MOTORS

LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

Lycoming Marine Engines are also Available to the Retail Trade

We manufacture a complete line of Poweray and Lebby Searchlights, running lights and cabin fixtures, outboard specialties and marine type electric house fixtures. Ask for National Marine products at your dealer. Look for the trade mark. Write for cicular to Dept. G.

The NATIONAL MARINE LAMP COMPANY

FORESTVILLE, CONN., U. S. A.

The builder of the SEA-LYON *says:*

"Due to our previous experience in the use of Valspar on various makes of runabouts we have handled the past few years, we have no hesitancy in adopting it as the standard to be used exclusively on the SEA-LYON fleet"

VALENTINE & COMPANY, 386 Fourth Ave., New York

HI-DUTY *Direct Connected* UNIT

Available for use as bilge pump, fuel pump, or as an automatic water pressure system to supply running water on your boat. Built in four sizes and may be had with 12, 32, or 110 volt motor. Very quiet in operation.

Manufactured by the Makers of the Aqua-Pressor

Write today for literature and prices

BOWLER, HOLMES & HECKER CO.

259 GREENWICH STREET NEW YORK, N. Y.

Yard and Shop

(*Continued from page* 146)

These defects in the ordinary set give some idea of the task before the experimenters. There are many more problems just as perplexing, such as adequate shielding of the set from ignition noises. But the goal, if attainable, is more than worth the effort, both as an aid to convenience and safety when afloat in bad weather, and as an addition to the pleasures of yachting.

Yachtsmen are learning more and more to use their radio for navigation and information. It is not necessary to have a knowledge of the code to pick up weather warnings; they are sent out in bulletin form at regular hours by most broadcasting stations. Neither is it difficult for the average mariner to tune in and regulate his chronometer by the radio time ticker. It is equally as simple to plot your exact position by establishing, with the use of a loop aerial, contact with two radio beacons. Only recently there has been made available a small direction-finder for small boats which enables the yachtsman to correct any error that may be in his compass. Success, therefore, in the experiments will be a great safety factor, enabling the yachtsman to feel his way about even in the densest fogs with absolute knowledge of his position at all times.

The Elco Works is hopeful that from the experiments will come definite results which will place perfect reception within the possibility of every boat owner. If this hope is realized it should prove an important factor in further popularizing motor boating as well as in minimizing the hazards of bad weather when afloat.

Blank Stoller, Inc.

Preston L. Sutphen, General Sales Manager of the Elco Boat Works

CHANGES AT PORT ELCO

Two important personnel changes have been announced by the Elco Works of the Electric Boat Company of Bayonne, N. J.

Preston L. Sutphen has been appointed general sales manager for Elco with offices at Port Elco, 247 Park Ave., New York City. In addition to his new responsibilities, he will remain sales manager of the New London Ship and Engine Works of the Electric Boat Company, manufacturers of Nelseco Diesel Engines, dividing his time between the two places.

H. M. Baker, who has been connected with Elco for a number of years, has been appointed manager of Port Elco, headquarters for sales in the New York division.

In assuming his new duties as sales manager, Mr. Sutphen becomes one of the youngest men in the motor boat world to hold so responsible a position. The Elco Works is the largest and

(*Continued on page* 150)

Advertising index will be found on 3rd last page

DART

DART PERFORMANCE IS NOT LUCK

It isn't due to luck that the Dart Runabouts give extra speed per horse power. It is the natural result of correct design, scientific balance and the finest marine engines produced in America.

Nor can the unusual seaworthiness of Dart Runabouts be considered chance. Study their rigid and sturdy construction. Notice the double plank bottom, steam bent auxiliaries, copper riveting and bracing every four inches. That tells the story.

Also Dart riding quality is the result of calculating experimentation. Many designs and models were tried and discarded before the essential requirements of smooth entrance and proper planing angle were acquired.

Scientific design then and definite superiorities of construction are the reason why Dart Runabouts have proven the sensation of the past season.

DART

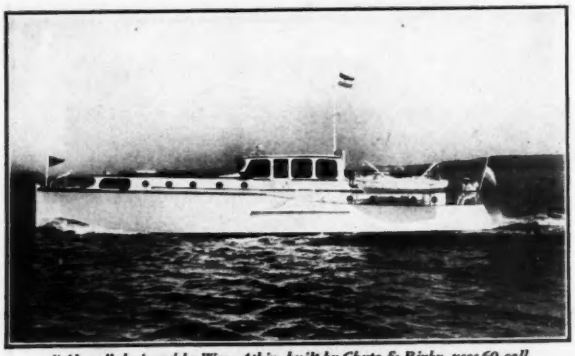
Dart Runabouts are built in 4 lengths: 18½, 22½, 26 and 30 foot. The two longer models are obtainable in either open or sedan design. All Dart Runabouts can be purchased on our convenient plan of deferred payments.

Write for complete descriptions, specifications and prices.

DART BOATS, *Incorporated* ▲ TOLEDO, OHIO

New York Office, 11 West Forty Second Street. Chickering 5611

Mention MoToR BoatinG, *57th St. at Eighth Ave., New York*



"Alone," designed by Wm. Atkin, built by Chute & Bixby, uses 60-cell Exide-Ironclad Battery.

FAST CRUISERS
rely on Exides

Hundreds of speed pilots . . . owners . . . engineers depend on Exide Marine Batteries to meet all the electrical needs of powerful boats. They know that Exides are specially designed to give long life and steady, *dependable* service. Get in touch with the nearest Exide representative before buying your next batteries. There's one in every important port.

Exide
MARINE
BATTERIES

The Electric Storage Battery Company, Philadelphia
Exide Batteries of Canada, Ltd., Toronto

Of striking beauty and staunch construction these Artistic Steel Floats are designed for use as permanent moorings. They may be constructed in any size and anchored in any harbor.

ARTISTIC STEEL FLOATS
WALSH BUGBEE CO., INC.
Engineers, Manufacturers and Builders Artistic Steel Floats and Docks
New York City: Mansfield Hotel, 12 West 44th Street Telephone: Vanderbilt 2233
Factory Office: 206 East Hanover St., Trenton, N. J. Telephone: Trenton 6257-8

"PERKO" Products Catalog
64 Pages of Illustrations
with prices showing complete line
Now Ready—Sent Free

Catalog describes and illustrates "PERKO" products in running lights (with patented re-bulbing features), binnacles and marine hardware, equipment, etc.

MAIL THIS COUPON TODAY

Perkins Marine Lamp Co.
1941 Pitkin Avenue
Brooklyn, New York

Please send me a free copy of your 64-page illustrated catalog of "PERKO" products.

Name .....
Street .....
City..... State.....

Yard and Shop

(*Continued from page* 148)

one of the oldest builders of standardized cruisers in the world. It has, in fact, been a pioneer in the standardized cruiser movement from its inception, with the result that there are more Elcos afloat today than those of any other make. Young Sutphen is a graduate of Princeton University and is an authority on Diesel engines, as well as motor boats. He has made an extensive study of both subjects in Germany as well as in the United States. During the war he served in the Army Air Service, with which he still retains an active connection.

Mr. Baker, the new manager of Port Elco, is a graduate of the United States Naval Academy, and has been associated with the Elco Works in various capacities since his resignation from the Navy in 1923. He is a member of the Manhasset Bay Yacht Club and the Cruising Club of America. His wide experience in yacht cruising under power and sail will prove of great assistance to prospective boat owners in choosing the boat best suited to the purchaser's needs.

Blank Stoller Inc.

H. M. Baker, who has been appointed manager of Port Elco, New York sales office

MATTHEWS ENLARGING PLANT

Evidence of the strikingly increased demand for Matthews Stock Cruisers is seen in the decision of the Matthews Company to immediately enlarge its plants at Port Clinton, Ohio. Work on the factory addition has in fact begun, the foundation already being in. Construction work is being pushed as rapidly as possible in order to provide space that is greatly needed in order to accommodate the production schedule laid out for the Matthews 38 and 46 Stock Cruisers for 1930. Duplication of the 38 models in the 46 line of cruisers calls for radically enlarged factory production. The added floor space made available by the new addition will provide for a line of eight additional 46 hulls at a time and will permit additional space for finishing and details of completion which have heretofore congested factory operations.

"Dealers' advance orders for Matthews Cruisers for 1930 are far ahead of any volume of orders on our books at this season in former years," says Scott Matthews, president of the Matthews Company. "Our new factory addition is an absolute necessity in order to enable us to meet deliveries. Even at this date it is apparent that there will be a large demand for the new Matthews 46 boats in addition to an increased business on our 38 line. Interest in the new sport cruiser is widespread.

(*Continued on page* 152)

Advertising index will be found on 3rd last page

FIRST CHOICE
for the New International Class

THE AMERICAN POWER BOAT ASSOCIATION has designated the SCRIPPS Model 124 as an official motor for the new 5½ Liter International Class.

This class brings added interest to motor boat racing due to the fact that the cost of both power plant and hull is no more than that of a medium-priced runabout.

SCRIPPS MODEL 124

The SCRIPPS Model 124 is the latest development of the famous SCRIPPS F-6. Its piston displacement of 331.2 cu. in. is the largest of any American marine motor within the limits of the class. It develops 135 H. P. at 3000 R. P. M. Every part is designed to endure the endless racking strain of continued full throttle operation.

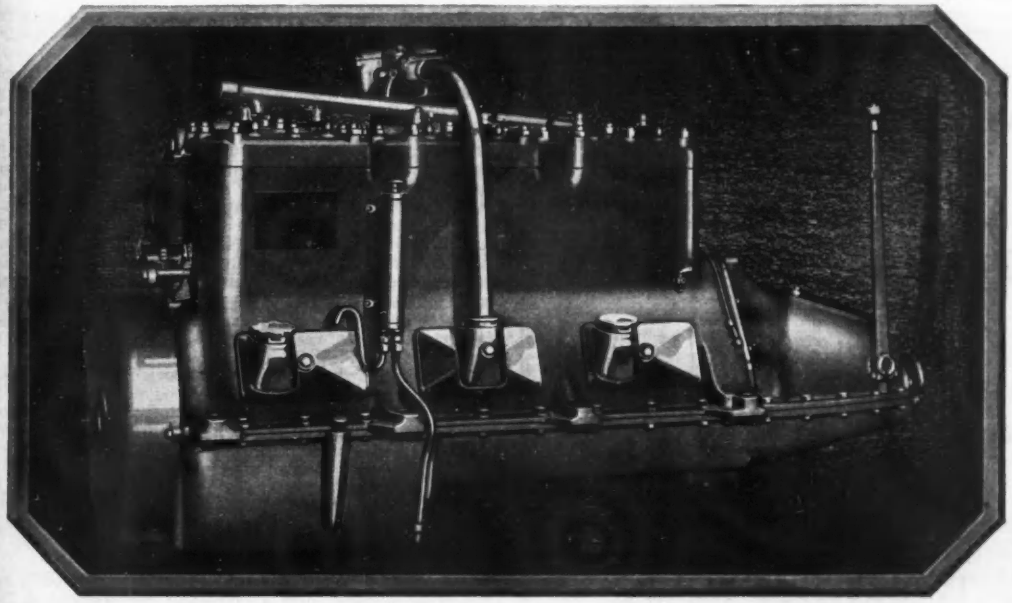
It possesses many superior features such as counterbalanced crankshaft, perfected down-draft carburetion, compactness, light weight, remarkable flexibility and rugged stamina.

Although the SCRIPPS Model 124 is in no sense a racing machine it will prove in International Class racing, as it is proving in other marine service, the great advantages offered by SCRIPPS engineering leadership.

Whether your boat be a modest open launch, a rugged determined work boat, a roomy auxiliary, a trim leisurely cruiser, a spectacular sea skiff, a dashing commuter or a snappy top-speed runabout, SCRIPPS provides you with the correct power plant.

Ten models—15 to 200 Horse Power. High speed and medium duty.—32 page illustrated catalog on request

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVE., DETROIT, MICHIGAN



SCRIPPS

THE MOTOR THAT CROSSED THE ATLANTIC

For safety at night, put a Carlisle & Finch searchlight on your boat. Project a powerful beam to great distances.

Catalog I—Incandescent Catalog A—Arc

THE CARLISLE & FINCH CO.
251 E. CLIFTON AVENUE CINCINNATI, O.

MoToR BoatinG

CAN BE BOUGHT AT *YOUR* NEWSSTAND

SAY TO YOUR NEWSDEALER

"SAVE ME A COPY"

HE WILL BE GLAD TO RESERVE YOUR

MoToR BoatinG

For You

EVERY MONTH

Yard and Shop

(*Continued from page* 150)

WHAT OIL DOES HE USE?

To the spectator interested in the technical phases of the contest, the matchless performance of the two Miss Americas in the Harmsworth Trophy race brought sharply into focus the necessity for using marine products especially designed for marine service.

Hull performance was, of course, magnificent, as all the world knows; but throughout both heats—aside from the tributes paid to the driving ability of Gar Wood and his brother George—attention was riveted upon engine performance, and wherever records such as those hung up, are made, lubrication must be perfect. Lacking such perfection, full engine performance cannot be attained. The lubricating oil need fail but once—fail but for the fraction of a second—and the engine is gone. Hence it was that during the Harmsworth a frequent question asked was —What oil does Gar Wood use?

The answer is that the oil used was made especially for heavy duty, high speed marine work. Gar Wood takes no more chances with his oil than he takes with anything else. He is always ready, always prepared, always organized. He leaves nothing to chance. That is one reason why Gar Wood wins.

The oil used was Duplex Marine Engine Oil, and the particular grade—Z—was developed and produced in the beginning expressly for Gar Wood. Here again is an example of Wood's thoroughness.

Miss America VII and VIII, both lubricated with Duplex Z in a close finish at Detroit

Something over four years ago, after years of trouble with lubrication Gar Wood visited the plant of the Enterprise Oil Co., Inc., Buffalo, with something on his mind. "I am having trouble with oil," was the way the Speed King opened the conversation. "No one is making an oil that will stand up under the punishment I give it. When I drive, I drive to win. I am careful with my hulls, I take every precaution to have my engines right, but the lubrication situation is discouraging. Once or twice I have found an oil that is right, but it is never alike twice.

"Now," continued Wood, "I have been driving Pierce-Arrows for years, and I have, of course, always used Duplex Motor Oil, recommended by Pierce-Arrow. It has always given me perfect satisfaction, and it has always been uniform. What I want to know is this: Can you make for my boats an oil that will do in marine service what Duplex Motor Oil has always done for my motor cars?"

The answer of the Duplex technicians was that they would try. The job was not simple. Wood demanded more from his oil than other men. It took three months to do the job—three months of hard work, laboratory research, dynamometer testing, testing afloat—three months during which as much research work was spent on the oil *after* use as before.

The result of this work was Duplex Marine Engine Oil Grade Z. It did things for Gar Wood that other oils had never done. That was four years ago and since then the man who holds more motor boating trophies than any other man who ever lived has driven on nothing else.

And that is one major reason why Gar Wood's two Miss Americas provided such a marvelous performance at Detroit on August 31 and September 2. Engine performance—and lubrication—obviously were perfect.

BOAT INDUSTRY ENJOYING GOOD SEASON

"The efforts of boat manufacturers this year to make their production keep pace with the public demand is conclusive evidence of the great popularity that motorboating has attained," says H. E. Fromm, head of the Marine Engine Division of Chrysler Motors at Detroit.

"The boat builders are producing at such a clip that they are forcing us to set new records to meet their demands. As a result, Chrysler production is far in advance of this time last year."

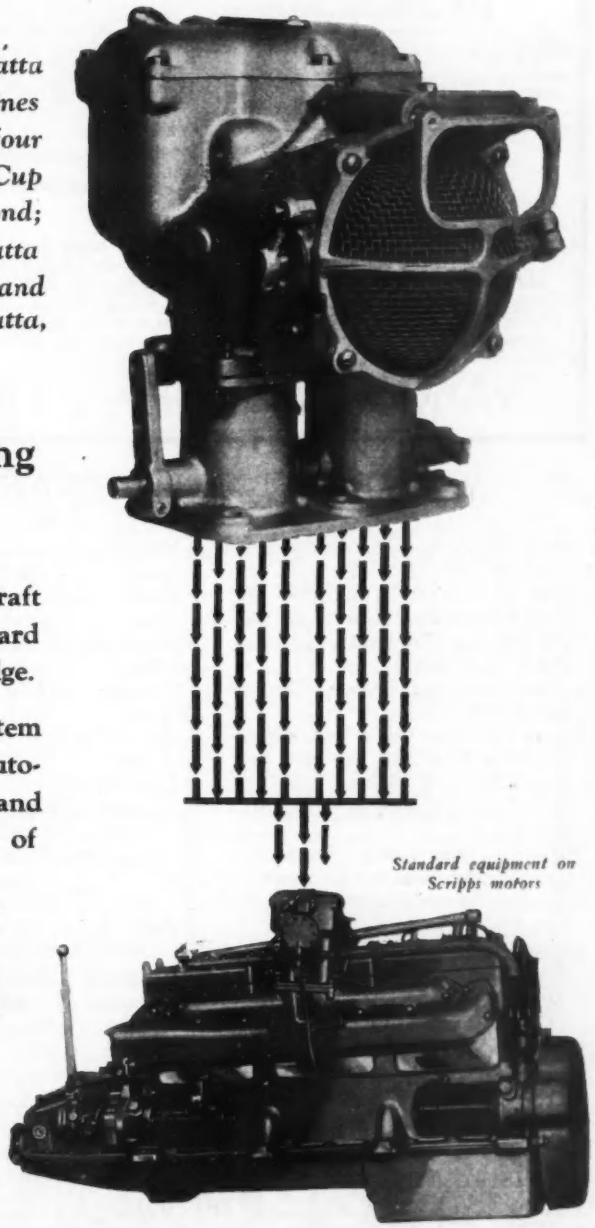
(*Continued on page* 160)

The HOLLEY

Down-Draft Marine Carburetor

Sweeps to Victory at National Regattas

AT the Newport Motor Boat Regatta stock runabouts equipped with engines having Holley Carburetors installed won four firsts and three seconds; again at the Gold Cup Regatta, Red Bank, four firsts and one second; and again at Detroit Harmsworth Regatta two firsts and one second; and three firsts and one second at the President's Cup Regatta, Washington.



Standard equipment on Scripps motors

Consider These Outstanding Holley Advantages:

First—Installation of Holley Downdraft Carburetors greatly reduces fire hazard by taking carburetor up out of the bilge.

Second—If the engine oil pressure system becomes defective the carburetor automatically shuts off the fuel supply and saves any possible damage from lack of lubrication.

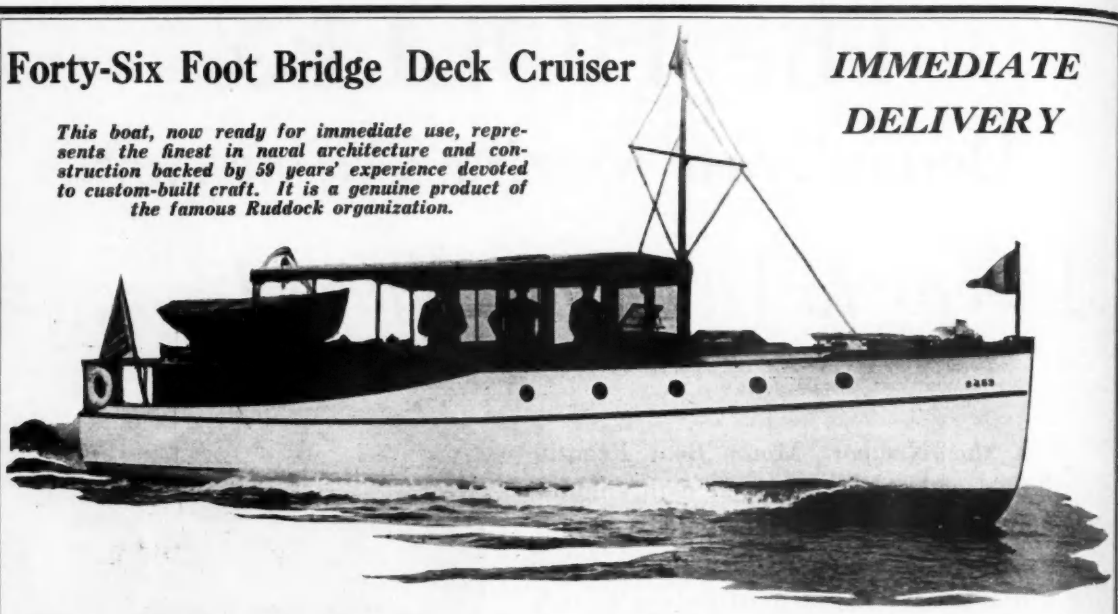
Third—We positively guarantee a minimum increase of 150 engine revolutions per minute and have obtained as high as 300.

HOLLEY CARBURETOR CO.
DETROIT MICHIGAN

Forty-Six Foot Bridge Deck Cruiser

IMMEDIATE DELIVERY

This boat, now ready for immediate use, represents the finest in naval architecture and construction backed by 59 years' experience devoted to custom-built craft. It is a genuine product of the famous Ruddock organization.



A CUSTOM BUILT double cabin twin-screw cruiser of exceptionally fine construction with the most modern fittings and accommodations. Forward quarters consist of private stateroom for one and cabin for four, each with separate lavatory. After cabin has two built-in three-quarter berths with full spring mattresses, bureau, linen closet, lockers, full length mirror and lavatory. The galley has a four-burner Protane range with oven enclosed in cabinet and a large ice box in addition to other essentials. The hull is of the round bilge type planked with brass screwed one-inch cedar. All trim is of natural finished mahogany. Equipment includes 32-volt Homelite generating plant, electric bilge pump and screens for all windows, ports and hatches. Two 65 H.P. Kermath engines furnish the power.

Write today for price and further particulars

THE W. F. RUDDOCK BOAT AND YACHT WORKS INC., GREENWICH, CONN.

WHERE TO BUY BOATS AND ENGINES IN NEW YORK

(*Continued from page* 18)

mont Ave.; Ralph L. Oakley, 242 Dyckman Street; E. J. Willis, 85 Chambers Street; H. Mikkelsen, 44 Warren Street; Verrier Eddy Co., 201 East 12th Street; Richard Cox, 200th Street and Hudson River.

Lycoming Marine Engines, Palmer Bros., 89 Third Ave.

Lyman Outboard Boats, Abercrombie Fitch, Madison Ave. and 45th St.; Bruno Beckhard, Flushing, Long Island; Haynes Griffin, 41 West 43rd Street.

Matthews Cruisers, Bruns, Kimball & Company, 5th Ave. at 15th Street.

Maybach Boats and Engines, 578 Madison Ave., New York.

Mullins Outboard Boats (steel), Abercrombie & Fitch, 5th Ave. and 45th Street; Armstrong & Galbraith, Inc., 79 Barclay Street; Gimbel Brothers, Broadway and 33rd Street.

New York Yacht Launch & Engine Co., Boats and Engines, Morris Heights.

Niagara Marine Engines, Boat Equipment Corp., 412 Eighth Ave.

Palmer Marine Engines, 89 Third Ave.

Penn Yan Outboard Boats, E. J. Willis Company, 85 Chambers Street; Wilbur H. Young & Co., 250 West 57th Street; John Wanamaker, 784 Broadway.

Pigeon Outboard Boats, Gardner Marine Sales & Service Co., 17 State Street.

Ramsey Outboard Boats, Splitdorf Electrical Company of N. Y., 225 West 58th Street.

Red Wing Marine Engines, Verrier Eddy Co., 201 East 12th Street.

Regal Marine Engines, Boat Equipment Corp., 412 Eighth Ave.

Richardson Cruisers, Bruns, Kimball & Co., 5th Ave. and 15th Street.

Robinson Sedan Cruisers, American Car & Foundry Co., 217 West 57th Street.

Scripps Marine Engines, Holt Marine Engineering Co., 611 West 125th St.

Sea-Lyon Runabouts, Howard W. Lyon, 532 Lexington Ave.

Sea Sled Runabouts and Outboard Boats, 226 Fourth Ave.

Speedway Diesel and Gasoline Engines, Consolidated Shipbuilding Corp., Morris Heights, N. Y.

Standard Marine Engines, 178 Whiton Street, Jersey City.

Sterling Marine Engines, Bruns, Kimball & Co., 5th Ave. and 15th Street.

Twentieth Century Marine Engines, New York Yacht Launch & Engine Co., Morris Heights, N. Y.

United States Marine Engines, Bowler, Holmes & Hecker Co., 259 Greenwich Street.

Universal Marine Engines, H. Mikkelsen, 44 Warren Street.

Wheeler Cruisers, Standardized Boats, Foot of Harway Ave., Brooklyn.

Winton Marine Engines, 10 East 40th Street.

Gar Wood Runabouts, 1860 Broadway.

Wright Marine Engines, Paterson, New Jersey.

BRITISH CHALLENGER DAMAGED BY CRANE

Estelle IV, the big hydroplane of Miss Marion Carstairs, which recently made an attempt at Detroit to lift the Harmsworth Trophy from Gar Wood, was rather seriously damaged during the process of being loaded prior to the start of its homeward journey.

While it was being taken out of the water by a crane at the Hiram-Walker docks on the Canadian shore, a clam shell bucket that was being used slipped and crashed down into the power plant, tearing through the mahogany decking, damaging wires and doing a great deal of damage to the cylinder heads.

Estelle IV was to have been sent to Gravenhurst, Ontario, before being shipped back to England.

Advertising index will be found on 3rd last page

Monel Metal Shafts

give years of trouble-free service

50 ft. fishing boat "Three Brothers," Capt. Harry Vreeland, Bayonne, N. J. Monel Metal Shaft 2" dia. x 8 ft. long, still in perfect condition after 57,600 miles running in 8 years steady service. (Shaft installed 1921 by CARLSON & SON, Port Richmond, New York.)

8 Years...57,600 miles "No trouble whatever"

THIS 50 ft. fishing boat "Three Brothers" works hard: nine months a year, three trips a week, 50 to 70 miles a day. After eight years of that kind of grueling service—more than twice around the world—her Monel Metal shaft is still performing as well as ever.

In a recent letter, Capt. Harry Vreeland writes: "I have one of your Monel Metal shafts in my boat 'Three Brothers' for the past eight years and it has given me no trouble whatever... I have used all kinds of bearings on my shaft in the 'Three Brothers' including rubber, wood and metal. The shaft is as good today as the day I bought her".

This is typical of many service records that demonstrate the unfailing dependability of Monel Metal shafts.

The faith of Captain Vreeland in Monel Metal and Monel Metal shafts is founded upon his personal observation of Monel Metal's properties—its high strength, its corrosion-resistance, its mirror-like surface, its dependable, rolled structure.

You can well place your faith in Monel Metal and have a long-lived shaft installed in your boat by your regular boat yard or marine machinist.

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets—tubing—strip—wire rope—wood screws—nails—rivets—bolts and nuts—lag screws, etc. Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write The International Nickel Company, Inc.

SEND FOR NEW ILLUSTRATED BOOKLET, "MONEL METAL SHAFTS AND BRIGHTWORK"

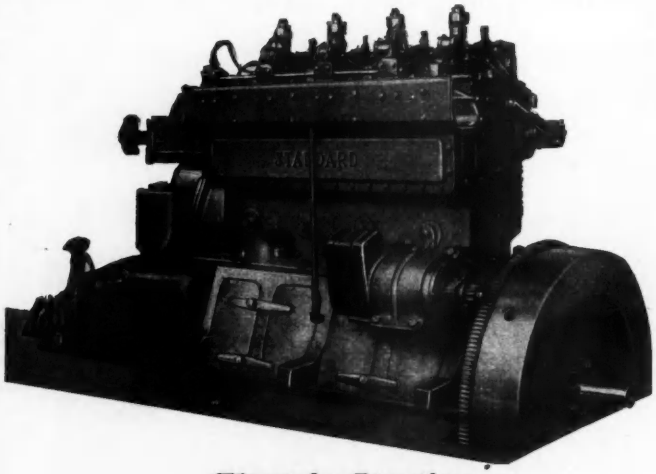
Monel Metal is a technically controlled Nickel-Copper alloy of high Nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company, Inc. The name "Monel Metal" is a registered trade mark.

Monel Metal shafts increase the life of babbitt or bearing-bronze and are especially recommended with Goodrich Cutless rubber bearings.

MONEL METAL

THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK, N. Y.

SPECIFY THIS DIESEL ENGINE



For Your New Boat . . . or To Replace Gasoline Engines

No Gas Vapor
Greater Reliability

Our Yacht Diesels are Upholding the Standard Reputation For Service

Electric Starting
Minimum Vibration
—
Reliable
Economical

LET US QUOTE YOU

STANDARD MOTOR CONSTRUCTION COMPANY
178 Whiton Street **Jersey City, N. J.**

STANDARD DIESELS

HOW IT ALL STARTED

(Continued from page 16)

of the craft of El Put Put raised from the water and at the stern was a great foaming as they sped along. Craft after craft was passed and the steady roar of the scarabs drowned out all other sounds. Finally with a tremendous rush and the noise as of a plague of locusts, El Put Put reached the end of the distance and found that he had outdistanced them all. Right heartily did they proclaim him winner even as they marveled at the manner in which it was accomplished.

When the sun had set a great feast was spread and each pledged for himself and his sons to carry on the great sport that El Put Put had conceiv... That they were honorable men a... kept their pledges there can be ... doubt for to this day can be seen, al... the shores of our fair land, craft simil... in every way to the craft of the a... cient Caliphs, and that make a gr... buzzing and droning when in mo...

AMERICAN MOTOR BOAT RECORDS

(Continued from page 20)

Class E, Division II

Ludington, driven by J. Dunnell, at Worcester, Mass., May 30, 1929. Ludington boat, Johnson engine. Speed 40.36 m. p. h. (5)

Six Miles

Class B, Division II

Blue Streak, driven by H. G. Ferguson at Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 40.54 m. p. h.

Class C, Division I

Blue Streak IV, driven by Chuck Hall, Lake Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 37.75 m. p. h.

Class C, Division II

Blue Streak IV, driven by H. G. Ferguson at Lake Elsinore California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.63 m. p. h.

Class D, Division II

Blue Streak IV, driven by H. G. Ferguson at Lake Elsinore, California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 43.06 m. p. h.

Class E, Division I

Ceestepper, driven by L. E. Preston at Red Bank, N. J., August 25, 1929. Built by Penn Yan Boat Works, Johnson engine. Speed 40.227 m.p.h.

Ten Miles

Class C, Division I

Red Shadow, driven by H. Bloomfield at Lake Winnebago, Wis., July 28, 1929. Built by Century Boat Company, Evinrude engine. Speed 30.74 m. p. h.

Class B, Division II

Full Quart, driven by John Maypole at Lake Winnebago, Wis., July 28, 1929. Built by Ramsey Boat Works, Johnson engine. Speed 33.24 m. p. h.

Class C, Division II

Blue Streak II. owned by L. Baugham, driven by H. G. Ferguson, at San Diego, California, Dec. 16, 19... Built by Holt, Evinrude engine. Sp... 38.59 m. p. h

Class D, Division II

Charletta, driven by Charles ... Tice, at Lake Winnebago, Wis., J... 28, 1929. Built by Century Boat Co... pany, Johnson engine. Speed 40... m. p. h.

Fifteen Miles

Class B, Division II

Blue Streak, driven by H. G. Ferg... son at Lake Elsinore, California, J... 28, 1929. Built by Lake Elsinore B... Works, Johnson engine. Speed 40... m. p. h.

Class C, Division II

Blue Streak IV, driven by H. ... Ferguson, at Lake Elsinore, Califor... July 28, 1929. Built by Lake Elsin... Boat Works, Johnson engine. Sp... 40.31 m. p. h.

Advertising index will be found on 3rd last page

Announcing
the New
1930 MODEL
DACHEL CARTER
Twin 45 Screw

With new and refined lines and many new and exclusive features.

N the 1930 Dachel-Carter bridge deck cruiser you have orty-five feet of master boat onstruction embodying every nement demanded by mod- rn yachtsmen. It is an excel- nt sea-boat having a beam of feet, 4 inches, and staunch nstruction throughout. It's safe, fast and supremely com- rtable twin-screw cruiser ith features found in no other acht of its type, and at a price hat is a real surprise. Accom- odations consist of a roomy tateroom aft with two spa- ious lower berths—a forward abin to accommodate four— completely outfitted galley two toilets—with commodi- us locker and drawers, in ad- ition to large deck space. verything is marked by ex- reme completeness and fine etail, coupled with carefully upervised workmanship and he use of selected materials. ully enclosed bridge deck can e furnished at additional cost.

All operating controls are centered neatly on the bridge for one-man operation. Note the large mahogany wheel, Kimball engine controls, switches, unit instrument panel for two engines. White binnacle and compass. Everything within sight and easy reach of the helmsman.

One Dachel-Carter Twin-screw 45 is availab'e now for Fall delivery for use in Southern waters—subject to prior order—Wire or telephone today.

Larger cruisers up to 75 feet, custom-built to your individual requirements from our designs or your naval architect's plans.

Get our prices before placing your order and see how much you can save.

Write for descriptive folder

DACHEL-CARTER BOAT CO., INC.
ENTON HARBOR MICHIGAN

Visit our Plant and Inspect these Cruisers in various stages of construction

FLEETWING 40

$10,875

The striking beauty of its lines, luxurious appointments and the sturdy finished excellence of its construction, make the Fleetwing Forty the outstanding cruiser of the day. In its choicely decorated cabins, two toilets, bridge deck and airy after-deck, you will find ample accommodations for seven persons.

An exclusive Fleetwing feature, the spoon bottom construction, assures smooth riding in any weather. The power plant, a vibrationless 115 H.P. Fleetwing Buda, gives a speed of 14 miles per hour.

To the Showroom—

153rd Street and Hudson River
New York City
Seventh Avenue Subway to 157th Street
Auto entrance at 158th Street, under Viaduct
Telephone Billings 7445

Thirty-Two, Forty and Fifty-Five Footers for Immediate Delivery

FLEETWING YACHT AND SHIPBUILDING CORP.
FRANK V. BORICK, President

CALENDAR OF COMING EVENTS

October 4, 5—Eastern Outboard National Championship, Boston, Mass.—F. Wigglesworth, 20 Brookline Ave., Boston, Mass.

October 6—Balboa, California—Southern California Outboard Asso. O. K. Hunsaker, Western Pacific Bldg., Los Angeles, California.

October 11, 12, 13—Cruising Club of America—Columbus Day Week-end—Lloyd's Harbor, Long Island—E. H. Tucker, Sec'y., 81 Fulton St., N. Y. C.

October 21, 22—Cincinnati, Ohio, Ohio River Yacht Club. E. C. McHugh, P. O. Box 429, Cincinnati, Ohio.

October 21—Meeting of Cruiser Handicap Board, American Power Boat Association.

October 22—Meeting Outboard Division, American Power Boat Asso.

October 23—Meeting Gold Cup Contest Board, American Power Boat Asso.

October 24—Annual Meeting, American Power Boat Asso.—Hotel Roosevelt.

November 11—Santa Barbara Power Boat Club, Santa Barbara, Cal.—A. L. Bobrick, 111-117 Garey St., Los Angeles, Cal.

November 30-Dec. 1—Second Mid-Winter Regatta, Lake Elsinore, Cal.—D. Mackay, Lake Elsinore, Cal.

December 1—Balboa, Califor... Southern California Outboard ... O. K. Hunsaker, Western P... Bldg., Los Angeles, California.

December 7, 8—Lake Elsinore, ... fornia, Southern California ... board Asso., O. K. Hunsaker, ... ern Pacific Bldg., Los Angeles, ...

December 7, 8—San Diego, Cali...

December 15—Salton Sea, Califor... Southern California Outboard ... O. K. Hunsaker, Western P... Bldg., Los Angeles, Calif.

January 17-25, 1930—Motor Boat S... Grand Central Palace, New ... N. Y.

GRIESE TAKES NEW POST

The many friends of Elmer G. Griese, formerly connected with the Cummins Engine Company, will be interested in learning that he has become associated with the Fulton Iron Works Company of St. Louis, Missouri, manufacturers of Diesel engines.

Mr. Griese will be located in the Fulton Company's New York office at 82 Wall Street, where his efforts will be devoted to marine sales promotion.

At the present time the models produced by the Fulton Company which are constructed for marine use are particularly well suited to their purpose, and it is the company's intention to make an aggressive campaign in the development of its marine market. With this idea in view the company proposes to not only continue the production of those models which are at present being manufactured, but has decided also ultimately to develop other types that the trade may demand. It is this preliminary survey work to which Mr. Griese's attention will first be directed.

MISSISSIPPI VALLEY ORGANIZATION FORMED

A short time ago a meeting of outboard enthusiasts ... vicinity of Muscatine, Iowa was held in that city for the ... of organizing an association of outboard users in the Miss... Valley. The meeting was largely attended with ten or ... towns represented, and the new organization was formed ... the name of the Upper Mississippi Valley Outboard Associ... A Constitution was adopted, officers elected, and comm... appointed. It is the intention of the organization to tak... territory from Minneapolis in the north to St. Louis on ... south, from the Mississippi River west to the Missouri ... and east as far as the eastern boundary of Illinois. A great ... of enthusiasm in the new project has been evidenced and ... pects for future activities are decidedly bright. C. P. Ha... of Muscatine, Iowa has been elected Commodore, Ham... Tobin of Vinton, Iowa, Vice-Commodore, Harry Godley ... Davenport, Secretary and P. B. Holleran of Clinton, Treas...

Advertising index will be found on 3rd last page

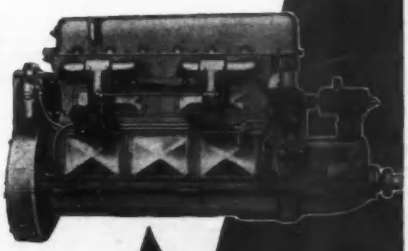
SPEED

Here is the new 38-foot Dyercraft twin screw express commuter, powered with a pair of 200 H.P. valve-in-head Kermaths. Normal running speed is 27 miles an hour.

This 200 H.P. six-cylinder model is designed to develop a 15% horsepower increase — *which it does.* Dual carburetion—dual intake manifolding—dual ignition are features of this popular power plant.

More and more are the builders of quality boats standardizing on Kermath power equipment. They know this quality engine is built to perform and stand the gaff of constant usage.

The new Kermath catalog describes the complete line. Whether you need a small—medium or large power plant, it will pay you to investigate the outstanding Kermath values.



4 to 200 H.P. **$295 to $2300**

KERMATH MANUFACTURING COMPANY

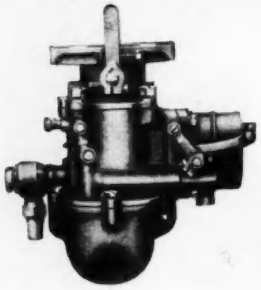
5879 Commonwealth Ave.....Detroit, Michigan
90 King St. W.....Toronto, Ontario

***New York Show Rooms*—Fifth Ave. and 15th St.**

"A Kermath Always Runs"

KERMATH

ZENITH



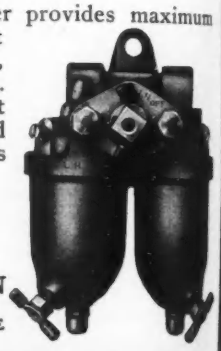
Zenith Marine Carburetors and Fuel Filters

The Zenith Marine Carburetor has demonstrated the value of the time-tested Zenith principle of carburetion as applied to marine requirements. Its positive, dependable action — no moving parts affecting the mixture—gives satisfaction. Rough seas or quick turns have no effect on engine performance.

Your engine deserves the best—for complete satisfaction and safety equip with Zenith Marine Carburetion. Write for catalog and name of nearest dealer.

Your engine also deserves clean gasoline. There are Zenith *high efficiency* filters for every make and model of gasoline and oil engine, to remove ALL impurities at sustained high speeds and in the hardest service. Efficient in action, easy to install and clean, Zenith filters are sturdy and durable with *no fragile parts.*

A Duplex Zenith filter provides maximum safety if you frequent rough off-shore water, strong current or tides. It is cleaned without stopping the engine. Send for catalog and dealer's name.



ZENITH-DETROIT CORPORATION

Manufacturers of Zenith Carburetors and Filters

DETROIT MICHIGAN

BRANCHES:

NEW YORK CLEVELAND CHICAGO MILWAUKEE

ZENITH

Yard and Shop

(*Continued from page* 152)

ASSOCIATION'S HARBOR WORK NOTED IN EUROPE

The aggressive campaign which has been conducted for the past six months by the National Association of Engine and Boat Manufacturers to encourage the creation of better waterfront facilities for yachtmen in all states and small towns throughout the United States, has attracted the attention of motor boating authorities in Europe. The recent articles that the motor boating magazines have run giving details of the researches and specific recommendations for waterfront improvements in various large American cities have been widely read in motor boating circles in England and about the continent. One boating magazine, *Yachting World,* has ordered a series of articles giving details of the Association's work written by one of the best known American writers on motor boating topics.

It is a matter of pride to the Association that the work it has done in this direction has attracted attention in foreign lands and it hopes that similar enterprises will be undertaken throughout Europe. The enlargement of motor boating facilities abroad will, of course, be a great expansion in the export business of American manufacturers of boats, engines and accessories—a consummation devoutly to be desired and thoroughly in keeping with the development of the automobile industry and our own.

PEORIA TO HOLD NATIONAL CHAMPIONSHIP

On October 12 and 13 National Outboard Championship Contests will be held under the aupices of the Illinois Valley Yacht and Canoe Club and the National Outboard Association, sanctioned by the Mississippi Valley Power Boat Association, at Peoria Lake, Peoria, Illinois.

Races will be held for outboards in Classes A, B, C, D and E for drivers in Divisions 1 and 2 using stock motors. Division 1 drivers compete in Division 2, as there will be no divisonal distinction in the awarding of championships.

The contest will be open to drivers who have placed first, second or third in a race sanctioned by the American Power Boat Association or the Mississippi Valley Power Boat Association during 1929. A condition of their entry is that they race the same or an identically similar motor and hull and qualify under national championship outboard rules. There will be two heats of five miles each in each class.

Entries of those qualified to compete for the National Outboard Championships must be received by A. T. Griffith, secretary, Mississippi Valley Power Boat Association, 337-8 Hippodrome Building, Peoria, Illinois, or George O. Hoehn, executive secretary, National Outboard Association, 333 North Michigan Avenue, Chicago, Illinois, not later than October 5, 1929. No entries will be accepted after this post mark date. Entry blanks may be obtained from any of the outboard motor manufacturers or from any of the members of the National Outboard Racing Commission or from the National Outboard Association, 333 North Michigan Avenue, Chicago, Illinois.

OUTBOARD RACING IN SOUTHERN CALIFORNIA

With the close of the outboard racing season in eastern waters, plans are actively under way in other sections of the United States which are more favorably disposed as to weather and climate for continuing their outboard racing throughout the winter. The Southern California Outboard Association is planning an active month or two of racing which will begin with one mile time trials at Balboa on October 6. It is planned to run over both the statute and nautical mile courses so that any possible records may be admitted to the International classification. The Field International Trophy Race is to be competed for on the afternoon following the mile trials. Another race meet for December 1st will be the first of a series of three which will start at Balboa. On December 7 and 8 the meet will be continued at Elsinore, California, while December 15 will see the contests at Saltonsea and these will terminate in time to permit eastern drivers to return home in time for the holidays. It is intended to pay the expenses of twelve eastern sectional champions to all three meets. It is hoped also to have 151 inch hydroplanes present at the regattas. All racing craft will be transported to Los Angeles and return by the American Hawaiian Steamship Company without cost. Lieutenant Commander Manuel Angas has been invited to supervise the time at the Elsinore regatta.

(*Continued on page* 206)

CHRIS-CRAFT SUPREME at RED BANK and DETROIT

Twice again Chris-Craft has proven its mastery in regatta circles. At the Gold Cup Regatta in Red Bank, Chris-Craft won every runabout event entered—five in all! At the Harmsworth Regatta they won six out of six—a clean sweep of the field. Such stirring victories demonstrate anew the inimitable performance ability of Smith-built craft. In speed, maneuverability and consistency of performance, there is only one Chris-Craft. Send for beautifully illustrated catalog describing the Chris-Craft Fleet of 18 models.

Prices range from $2235 to $15,000

CHRIS SMITH & SONS BOAT COMPANY

World's Largest Builders of All-Mahogany Motorboats

000 DETROIT ROAD, ALGONAC, MICHIGAN

NEW YORK FACTORY BRANCH—1 WEST 52ND ST. AT 5TH AVE.

Woolsey's

Tungspar Varnish will not turn white

Quality Products Since 1853

Copper "Yacht" Paints

SPECIAL RED AND SPECIAL GREEN

Steel Bottom Compositions
Anti-Corrosive, first coat, Brown
Anti-Fouling, second coat, Red and Green
Yacht White, Gloss and Flat
Engine Enamels—Heat Resisting
Deck Paints and Marine Paints generally

Copper "BEST" Paint (Brown)

For Quality, Speed, Protection and Economy

C. A. Woolsey Paint & Color Co.

Office and Factories: JERSEY CITY, N. J.

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EVADER WINS OCEAN RACE

(*Continued from page* 50)

certificate so that their speed was known as a result of some prior race. Evader was the only one which exceeded her scheduled time by very much and she did do fifteen minutes better over the course than had been calculated. The others all finished closely on time with the next six boats coming in in a compact group inside of ten minutes' time. Sea Dream IV was only ten seconds early and Paducah, the winner last year, was three minutes and 25 seconds slower. A close battle resulted for third place since Paducah was only able to overhaul Damfino III in the last half mile of the race. These two boats had started 24 minutes apart and it was a long stern chase until within sight of the finish line. Paducah almost lost her chance at the end of the long run for a fishing boat crossed her course and made it necessary for her to yield a little in order to avoid a collision with the slower fisherman. In spite of this he managed to cross the line some forty seconds ahead of Damfino III, giving him third place in the contest. The time prize for the fastest time over the course also went to Evader since he was able to do the 45 miles in three hours, forty-four minutes and 15 seconds.

Misfortune overtook some of the boats which might have finished among the leaders and chief among those was the big cruiser, Idler III, owned by Otto Van Au. This boat had hardly gotten out of sight of the committee boat at the start of the race when its water circulating pump seized, effectively stopping the engine. Repairs were made by piping the electric bilge pump in such a way that it supplied sufficient water to permit operating the engine but not enough to allow full speed running. Knowing that the time lost had put them out of the race, they spent the remainder of the day fishing and returned at about the time they should have, and for a time, until the committee learned the facts, it was believed that they had secured second place. Another boat which suffered misfortune was Idler, owned by Comm. Montagne of the Tamaqua Yacht Club. He suffered a burned out bearing in his engine and had to return with one cylinder out of service.

The past performance rules as used in this race and others have many good points to recommend them although it usually takes the handicapper the best part of the summer to determine just what the speeds of the competing boats are. By the time he has learned sufficiently about these boats to be able to circumvent the tricks and excuses of the boat owners, the season has closed, and over the winter changes and alterations to the boats and engines will make it necessary to start the same task all over again the following year. If there was some way of determining accurately what a boat's speed was early in the season, the handicapping could be done more precisely with closer and better competition.

The order of finish of the several boats in this race is as follows:

Sheepshead Bay Ocean Race
45 Nautical Miles

September 8, 1929

Boat	Owner	Club	Start	Finish	Position
Evader	J. Bullard	Sheepshead	12:00:45	3:45:00	1
Idler III	O. Van Au	Sheepshead	11:57:45	did not complete	
Sea Dream IV	G. DeF. Larner	Sheepshead	11:45:00	3:59:50	2
Paducah	P. J. Downey	Sheepshead	11:08:15	4:03:25	3
Damfino III	J. E. Wiehe	Sheepshead	10:44:15	4:04:05	4
Suzanne	A. Gobel	Sheepshead	12:24:00	4:09:45	5
Nomad	E. L. Thomson	Sheepshead	11:15:45	4:10:15	6
Alesto II	A. L. Bobrick	Columbia	11:36:45	4:10:50	7
Brickton IV	D. Lowell	Sheepshead	12:11:15	4:30:10	8
Idler	A. D. Montagne	Tamaqua	did not finish; burned out bearing		
Normond	C. S. Anderson	Midget Squad	9:31:40	5:10:00	9
Cleo	G. E. Briggs	Sheepshead	11:09:00	5:20:00	10
Nomis	R. L. Simon	Colonial	11:30:00	DNF	

Theresa, R. Martinagane; Sea Lure, E. Davis; Alibi, W. J. Coppleston; Zilpha, W. Walsh; Sea King, G. Maerz, Did not start.

Advertising index will be found on 3rd last page

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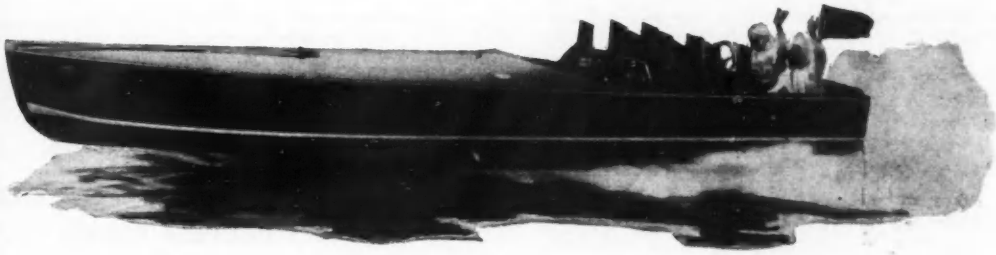
BRONZE PROPELLERS



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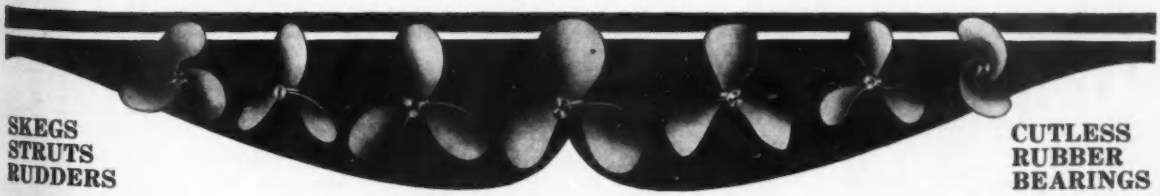

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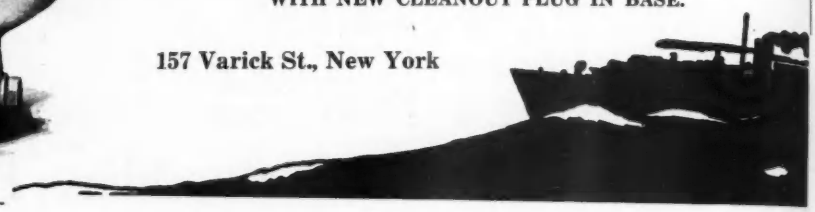

SUMMARIES—PRESIDENT'S CUP REGATTA—SEPT. 14-15, 1929

151 HYDROPLANES LIMITED—2 HEATS, 5 MILES EACH

1. Little One II—R. D. Sheldon
2. Lightning II—V. Cesare
3. Black Hawk II—Jos. Thorpe
4. Bay Head—Chris Ripp
5. Thunderbolt II—C. M. Hall
6. Buckeye—G. Bradfield
7. Thunderbolt III—G. Squire

Best heat speed, Little One II: 46.079.

151 HYDROPLANES UNLIMITED—2 HEATS, 5 MILES EACH

1. Sparrow V—E. Johnson
2. Miss Bay Head—Chris Ripp
3. Little One II—R. D. Sheldon.
4. Black Hawk II—Jos. Thorpe
5. Lightning II—C. Cesare
6. Hadleys Lady—C. Hadley
7. Thunderbolt II—C. M. Hall
8. Thunderbolt III—G. Squire

Best heat speed, Sparrow V: 49.028.

CLASS B—DIVISION 2 OUTBOARDS—2 HEATS, 5 MILES EACH

1. Z-64—J. Herbst
2. F-333—Earl Gresh
3. Z-1—J. Herbst
4. J-41—D. N. Hundentmark
5. H-30—Z. E. Werback
6. V-30—Curtis Brothers
7. O-16—Robert Penna
8. D-337—J. N. Paul
9. Z-68—P. A. Carlisle

Best heat speed, Z-1: 34.931.

CLASS C—DIVISION 2 OUTBOARDS—2 HEATS, 5 MILES EACH

1. D-336—L. E. Palmer
2. Z-4—J. Herbst
3. E-909—P. E. Thomas
4. F-383—Earl Gresh
5. H-28—Jas. Balden
6. Z-30
7. J-2—A. Masterton
8. V-29
9. H-1—V. A. Mitchell
10. Z-1—J. Herbst
11. H-29—Laurence Higgins
12. H-30—Z. E. Werback
13. Z-64
14. V-30
15. N-3
16. N-1—H. Hentschel
17. O-8432—H. B. Emmons
18. H-25—R. Scott

Best heat speed, F-383: 35.883.

CLASS D—DIVISION 2 OUTBOARDS—2 HEATS, 5 MILES EACH

1. V-29—Curtis Bros.
2. Tiny Tot—O. N. Reinhardt
3. H-8—B. M. Childs
4. N-331—L. Preston
5. H-493
6. B-34—W. J. Snadecki
7. D-336—Arthur Doane
8. V-30
9. D-1—H. Rowland
10. H-28—Jas. Bader
11. N-187
12. H-27—E. H. Hartge
13. O-409

Best heat speed, Tiny Tot: 37.197.

(*Continued on page* 166)

Advertising index will be found on 3rd last page

NEED a Diesel be so heavy that it tends to defeat its purpose

MUST the small Diesel Yacht give up the idea of speed . . .

SHALL vibration prove a bar to Diesel installations . . . . . ?

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Treiber Diesels occupy but one-third the space, scale but one-sixth the weight and turn up to revolutions unheard-of, by comparison with ordinary Diesels.

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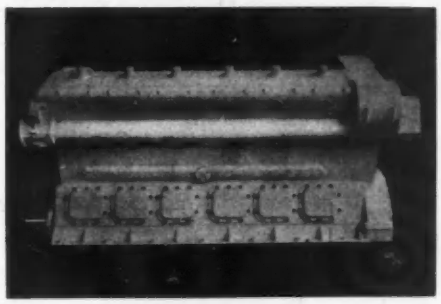
one-sixth the weight



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C-2	15 K.W.	2	5 x 7	1,000	1,700 " "
D-2	23 K.W.	2	6 x 8	800	2,200 " "
C-4	35 K.W.	4	5 x 7	1,000	3,100 " "
D-4	45 K.W.	4	6 x 8	800	4,200 " "
C-6	50 K.W.	6	5 x 7	1,000	3,800 " "
D-6	70 K.W.	6	6 x 8	800	5,000 " "
CR-4	65 H.P.	4	5 x 7	1,200	1,800 Eng. Only
DR-4	100 H.P.	4	6 x 8	1,000	2,300 " "
CR-6	100 H.P.	6	5 x 7	1,200	2,200 " "
DR-6	150 H.P.	6	6 x 8	1,000	2,800 " "
DR-12	300 H.P.	12-V	6 x 8	1,000	3,800 " "
ER-4	150 H.P.	4	7½x 9½	900	4,500 " "
ER-6	225 H.P.	6	7½x 9½	900	5,500 " "
ER-12	450 H.P.	12-V	7½x 9½	900	6,000 " "
E	225 H.P.	6	7½x 9½	900	4,500 " "
F	300 H.P.	6	8½x11	700	7,500 " "
G	375 H.P.	6	9½x12	700	10,000 " "
H	500 H.P.	6	10½x13	700	14,000 " "
I	600 H.P.	6	11½x14	650	16,500 " "
K	700 H.P.	6	12½x15	600	19,000 " "
L	1,100-1,500 H.P.	6	16 x18	500-700	45,000 " "
FV	600 H.P.	12-V	8½x11	750	10,500 " "
GV	750 H.P.	12-V	9½x12	700	17,600 " "
HV	1,000 H.P.	12-V	10½x13	700	20,000 " "
IV	1,200 H.P.	12-V	11½x14	650	24,000 " "
KV	1,400 H.P.	12-V	12½x15	600	27,000 " "
MV	2,500-3,000 H.P.	12-V	16 x16	700	63,200 " "

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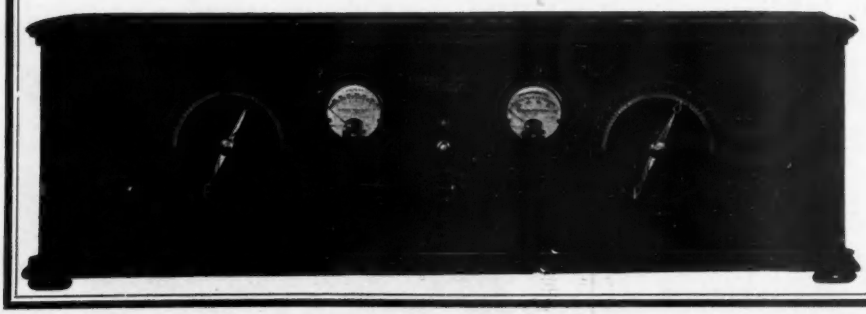

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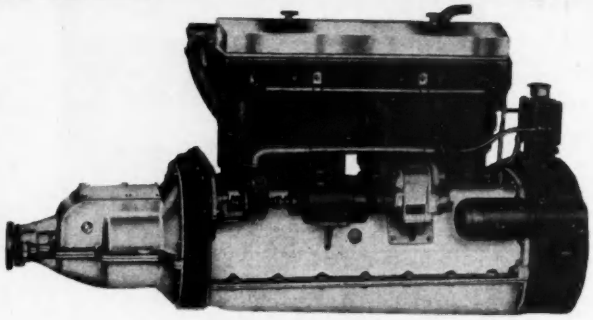

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SUMMARIES—PRESIDENT'S CUP REGATTA—SEPT. 14-15, 1929

(*Continued from page* 164)

STOCK RUNABOUTS—UNDER 150 H. P.—5 MILES
1. No. 58—Chris Smith and Son.
2. No. 30C.
3. No. 30.
4. Katherine J—W. S. Sammons.
5. Miss Lizzie—J. Orme.
6. Hoo II—Roger Scott.

Best speed, No. 58: 36.979.

STOCK RUNABOUTS—UNDER 225 H. P.—5 MILES
1. No. 60.
2. No. 29.
3. N-6912.
4. No. 58.
5. No. 45.

Best speed, No. 60: 37.174.

LADIES' GRAND FREE FOR ALL—5 MILES
1. No. 999—Frank Bramble.
2. Joyce III—W. F. Corby.
3. No. 29—Mrs. Chas. Smith.
4. No. 60—Mrs. Bernard Smith.
5. No. 3.
6. No. 30.
7. No. 34.
8. No. 4.
9. No. 72—Miss Orme.

Best speed, No. 999: 44.085.

OUTBOARD—FREE FOR ALL—5 MILES
1. N-187—L. J. Preston.
2. E-303—O. N. Reinhardt.
3. H-493—Frank David.
4. N-3—R. L. Brazeau.
5. H-30—Z. E. Werback.

Best speed, N-187: 38.210.

STOCK RUNABOUTS—UNDER 110 H. P.—5 MILES
1. Dumb Dora.
2. No. 24.
3. No. 25.
4. No. 26.
5. No. 43.

Best speed, Dumb Dora: 20.37.

STOCK RUNABOUTS—UNDER 125 H. P.—5 MILES
1. Chris Craft.
2. Hoo II—Roger Scott.

Best speed, Chris Craft: 35.370.

SECRETARY OF THE NAVY CUP—20 MILES
1. Carenaught—C. Roy Keyes.
2. Curtis Wilgold III—C. Roy Keyes.
3. Pep II—Ernest Chase.
4. No. 29.
5. No. 60.
5. No. 58.
7. No. 3.

Best speed, Carenaught: 46.682.

POTOMAC RIVER GRAND FREE FOR ALL—15 MILES
1. Imp III—Richard F. Hoyt.
2. Joyee III—W. F. Corby.
3. Pep II—Ernest Chase.
4. No. 6.
5. No.3.
6. Carenaught—C. R. Keyes.

Best speed, Imp, 49.628.

DISPLACEMENT FREE FOR ALL—10 MILES
1. Carenaught—C. R. Keyes.
2. Curtis Wilgold III—C. R. Keyes.
3. Chris Craft—B. T. Smith.
4. No. 29.
5. No. 58.

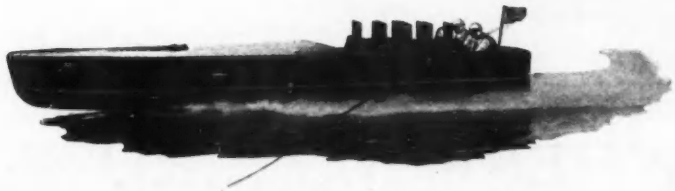
Best speed, Carenaught: 44.202.

PRESIDENT'S CUP

	1st Heat	Best Lap Speed	Aver. M. P. H.
1.	Imp—Richard F. Hoyt	48.301	47.131
2.	Jersey Lightning—Gerald Holbrook		
	2nd Heat		
1.	Imp—Richard F. Hoyt	47.684	43.080
2.	Jersey Lightning—Gerald Holbrook	36.506	

Advertising index will be found on 3rd last page

52 Engine Builders Standardize on Joes Gears



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New Orleans	Duvic's Sons
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You will find it easy to read and easy to remember because each chapter is reviewed by pertinent questions which reveal your understanding of the lessons.

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Chart No. 3—Block Island Sound
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Chart No. 5—Boston Harbor
Chart No. 6—Buzzards Bay
Chart No. 7—Block Island to Vineyard Sound and Narragansett Bay
Chart No. 8—Delaware River and Bay
Chart No. 9—Chesapeake Bay—Part 1
Chart No. 10—Maine Coast
Chart No. 11—Hudson River, Kingston to Albany
Chart No. 12—Chesapeake Bay—Part 2
Chart No. 13—Lake Erie, Eastern End—Part 1
Chart No. 14—Lake Erie, Western End—Part 2
Chart No. 15—Hudson River, New York to Kingston
Chart No. 16—Lake Champlain, Whitehall to Rouses Point
Chart No. 17—The New York State Barge Canal System
Chart No. 18—Massachusetts Coast, Scituate to Newburyport
Chart No. 19—Massachusetts Coast, Newburyport to Cape Elizabeth
Chart No. 20—Cape Cod Bay, Massachusetts
Chart No. 21—Coast of Maine, Monhegan to Isle Au Haut
Chart No. 22—Chesapeake Bay, Cove Point to Smith Point—Part 3
Chart No. 23—Biscayne Bay, Florida
Chart No. 24—Thousand Islands, Wolfe to Grenadier Island
Chart No. 25—Delaware River, Trenton to Philadelphia
Chart No. 26—Delaware River, Philadelphia to Smyrna
Chart No. 27—New Jersey Coast, Cape May to Little Egg Inlet
Chart No. 28—New Jersey Coast, Little Egg Inlet to Bayhead
Chart No. 29—New Jersey Coast, Bayhead to New York Harbor
Chart No. 30—Chesapeake Bay, Smith Point to Cape Charles
Chart No. 31—Potomac River, Entrance to Lower Cedar Point
Chart No. 32—York and James Rivers
Chart No. 33—Delaware Coast, Cape Henlopen to Chincoteague Inlet
Chart No. 34—Virginia Coast, Chincoteague Inlet to Cape Charles
Chart No. 35—Virginia Coast, Cape Henry to Albemarle Sound
Chart No. 36—Albemarle Sound, North Carolina
Chart No. 37—Pamlico Sound, North Carolina
Chart No. 38—North Carolina Coast, Core Sound to New River Inlet
Chart No. 39—Carolina Coast, From Cape Fear to Winyah Bay
Chart No. 40—South Carolina Coast, From Winyah Bay to St. Helena Sound.
Chart No. 41—Georgia Coast, From St. Helena to Doboy Sound
Chart No. 42—Lake Michigan, Southern Part
Chart No. 43—Lake Michigan, Northern Part
Chart No. 44—Lakes Michigan and Huron
Chart No. 45—Lake Huron
Chart No. 46—Coast of Georgia
Chart No. 47—Florida Coast
Chart No. 48—Florida—Cape Canaveral to Miami
Chart No. 49—Lake Ontario, Western Part
Chart No. 50—Lake Ontario, Eastern Part
Chart No. 51—Nantucket Sound
Chart No. 52—Long Island Sound, Oyster and Huntington Bays
Chart No. 53—New York to Boston
Chart No. 54—Boston to Eastport
Chart No. 55—Trent Waterway, Ontario
Chart No. 56—Connecticut River

THE most suitable courses from all principal ports and harbors are given on these charts, as well as magnetic courses and bearings, distances in statute miles, all principal lights, buoys, etc. All charts are drawn to scale. They have proven invaluable to motor boatmen while cruising or planning a cruise.

Much other cruising data is given in the book, such as where to purchase the various government charts and publications, notes on how to use charts, the characteristics of lights and other major aids to navigation, information as to fuel and supply stations, etc.

A number of suggestions for interesting cruises and several complete cruises are outlined as follows:

Cruise No. 1—New York to Albany
Cruise No. 2—Albany to Buffalo
Cruise No. 3—Albany to Thousand Islands via Champlain Canal, Lake Champlain, Montreal and St. Lawrence
Cruise No. 4—New York to Thousand Islands via Barge Canal
Cruise No. 5—New York to Philadelphia
Cruise No. 6—Buffalo to Detroit
Cruise No. 7—New York to Florida
Cruise No. 8—Miami, Florida, to New Orleans
Cruise No. 9—New York to Boston
Cruise No. 9A—New York to Boston
Cruise No. 10—Boston to Eastport, Maine
Cruise No. 11—Trent Valley Waterway
Cruise No. 12—Connecticut River

No motor boatman should be without a copy of "Where to Cruise" (Vol. 6) MoToR BoatinG Ideal Series

Price $2.00 per copy

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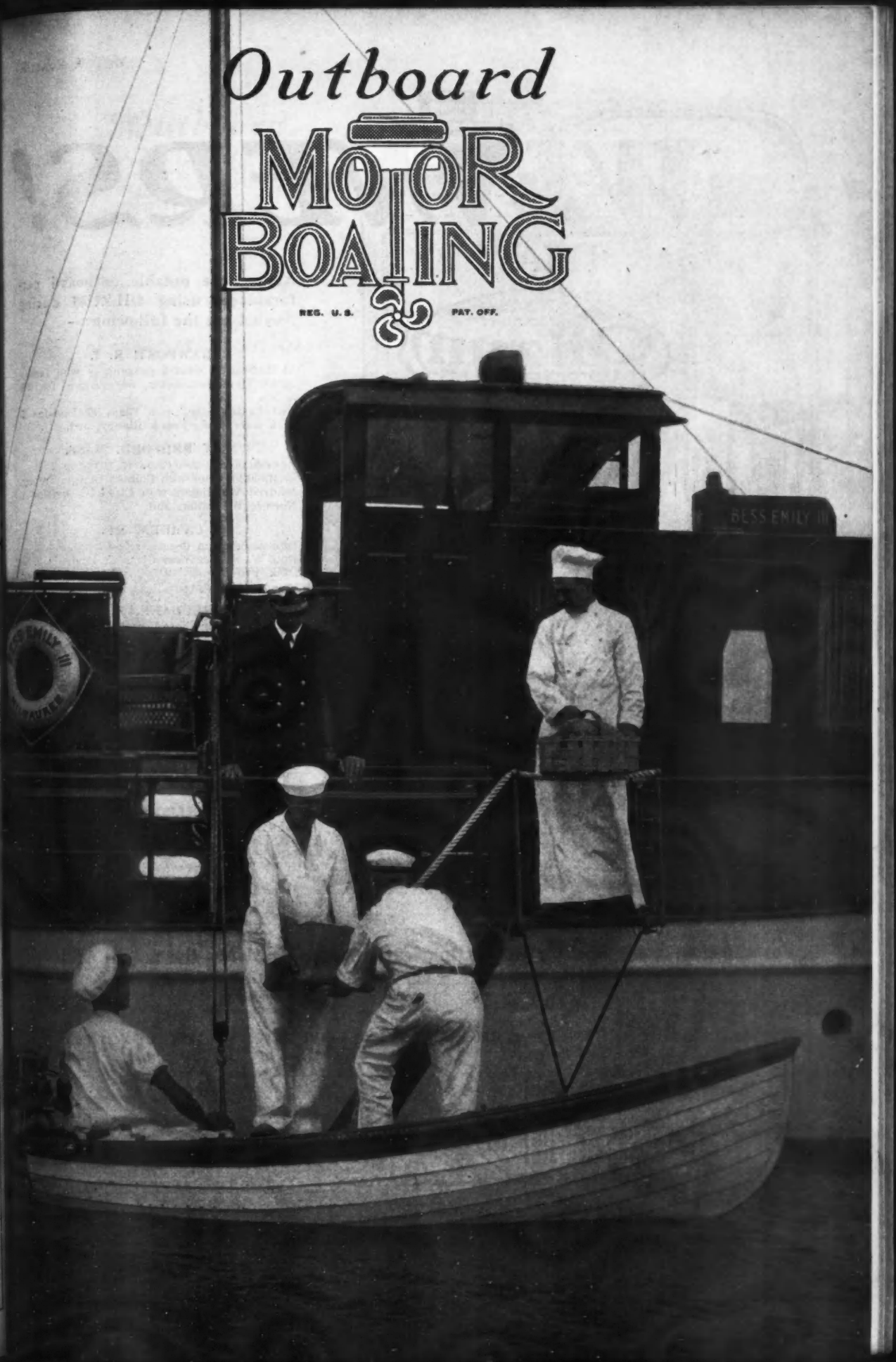
Outboard MOTOR BOATING

REG. U. S. PAT. OFF.



WINNERS!

Among the notable outboard performances using OILZUM during August are the following:—

NEWPORT, R. I.

Al Buffington with 2 passengers won family race. Time 4 minutes, 56 seconds for 2¼ miles.
Ned Lassone, Jr., won Class E. Division 1. Dick Kerr, 2nd; Frank Blaney, 3rd.

NEW BEDFORD, MASS.

Russ Stearns, won Class B, Division 2.
E. Malcolm Pope won Colonel Greene Trophy.
Mildred W. Hickey won Class B, Division 1.
Normie W. Kallet, 2nd.

CAMDEN, ME.

Phil James won 10-mile free-for-all.
Don W. Flower won Class C, Division 2.
Dick Frost won $100.00 prize for greatest number of points.

REDBANK, N. J.

Bill Davies won Class C and Mills River Yacht Club Races.
Lowell E. Preston established record in Class E, Division 2, (40.227 m.p.h.).

PROVIDENCE, R. I.

Ned Lassone, Jr., won Providence and Newport Marathon, starting 18 minutes after first boat and winning by 15 minutes.

ASBURY PARK, N. J.

Bob Lane, first in Class D, 1st in free-for-all and 2nd in Class C.

BELLPORT, L. I.

John D. Carscallen won stock runabout 180 h.p. class, also 200 h.p. class, and 2nd free-for-all.

All of these drivers credit OILZUM with a share in their victories.

For the closest approach to perfect lubrication, use OILZUM—the cream of 100% pure Pennsylvania oils. Every quart meets our standard.

Manufactured by The White & Bagley Company, Worcester, Mass.

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Outboard MOTOR BOATING

Fifty-Seventh St. at Eighth Ave.,
New York, N. Y.

Edited by
CHARLES F. CHAPMAN

OCTOBER, 1929

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CLASS D RECORD OVER 44 MILES

Greenwood Lake, New Jersey, was the scene of a spirited regatta on August 17, and 18 at which attempts were made to shatter mile trial records in the several classes. It happens, however, that this is a more difficult task than is generally thought, as the present day records are pretty near the top limit of the capacity of the several boats and engines. One record was set up, this being in Class D, Division I, when David M. Hundertmark of Paterson, New Jersey, succeeded in driving a Penn Yan hydroplane with a Johnson four-cylinder engine at a rate of speed which established a record of 44.17 m. p. h. as the mean of six single mile runs. Other attempts were made by other contestants, but were not sufficiently fast to be acceptable as records. In the racing on the second day of the regatta the race for Class B, Division I, was won by John D. Masterton, driving a Century Cyclont with a Johnson engine. Class B, Division II, was won by F. L. Meier driving Miss Union City, also with a Johnson engine. In Class C, Division I, John Masterton proved the winner also, this time driving the same boat with an Evinrude engine. The Division II race was taken by William Hockenjos, Jr., driving a Baby Whale with an Evinrude. Class D, Division I went to Harold Chapman driving Big Ben equipped with a Johnson four-cylinder engine and Division II in the same class went to Ceestepper IV, a Penn Yan boat, driven by L. E. Preston, also with a Johnson engine. A combined event for Classes D and E with drivers of both divisions, I and II, was won by H. A. Allen in his Century Cyclone with a Johnson engine. All of these races were over a three-mile course with a total distance of six miles. The program concluded with a grand Free-for-All of 15 miles, which was also won by A. J. Allen with the same outfit with which he won the previous race.

OUTBOARD ASSOCIATION EXPANDING

The activities of the National Outboard Association continue to increase steadily as is revealed in a recent report by that body's executive secretary. Since the first of May at which time the Charter Clubs numbered seventy with 1,750 members, it has more than doubled its membership and added twenty-nine new clubs to its register. The membership now totals ninety-nine clubs with an individual membership of 3,393, with a representation in thirty-four states. The value of the National Association's insurance plan is rapidly becoming known with the result that applications for it are always increasing. Since its organization the Association has done much to stimulate interest in boating activities among the local clubs throughout the country and has been effective in securing a unification of their interests.

OUTBOARD AHOY!

THIS new speed indicator tells you at a glance your speed.

It shows your speed under all conditions of load, trim, carburetor and spark adjustment, etc. And it helps *keep* your boat up to its greatest efficiency.

You can install it in a few minutes, instantly remove it and reinstall it as quickly. Trouble-proof, dependable. Once you use it, you will never go without it.

National Marine Speed Indicators

Outboard Models $15.00 each { **R up to 40 M.P.H.** / **S up to 60 M.P.H.**

Send today for booklet to The National Lock Washer Co., 40 Hermon St., Newark, New Jersey

MoToR BoatinG 10-29

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Please send me booklet describing the outboard model of your National Marine Speed Indicator.

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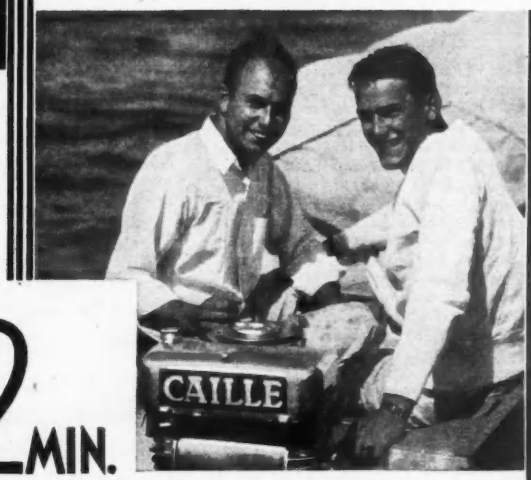
a RECORD *of* ENDURANCE *by* CAILLE

Refuelling in mid-lake! To achieve Caille's record-shattering endurance performance the motor had to be refuelled while the boat was in motion. In rough water, passing the gasoline can was difficult work.

A REAL TEST AND ACHIEVEMENT BY AMERICA'S FOREMOST BUILDER OF DEPENDABLE OUTBOARD MOTORS

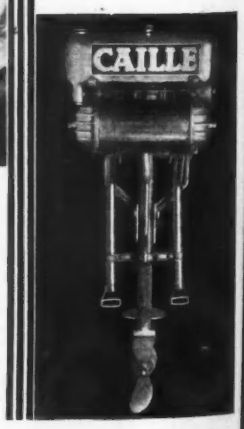


C. R. Clark and Von Sauer, plucky pilots of the Caille powered boat which ran for 98 hours and 42 minutes without stopping, at Lake Winona, Winona, Minn.

98 HRS. 42 MIN.

RUNNING TIME...MOTOR STILL PERFECT

Here's a record for endurance, stamina and dependability which is nothing short of phenomenal. 98 hours and 42 minutes of constant running—and never a single miss. Think of it. *Four days and four nights of continuous operation*—and the motor functioning as perfectly at the finish as at the start. This Caille record is very significant to every outboard motor enthusiast. It shows that Caille has the extra stamina to withstand the most gruelling service to which you can subject it—and still be ready and fit for more such service. You may never want to put your Caille to a comparable test—but it's fine to know Caille endurance is behind you—and that whatever the emergency *you can depend upon your Caille* to come through 100%.



Replica of the Caille Commodore Model 32 which set the breath-taking endurance record. After 98 hours and 42 minutes of continuous performance the motor was still in perfect running order.

CAILLE MOTOR COMPANY
6210 Second Blvd., Detroit, Mich.

Advertising index will be found on 3rd last page

Outboard
OCTOBER MOTOR BOATING 1929

Photographs by M. Rosenfeld

The camera caught only a small part of the fleet of racers in the class D event at Red Bank

OUTBOARDS THRILL CROWDS AT RED BANK

Large Number of Competitors in All Events Provide Fast and Furious Competition at Gold Cup Regatta on the Shrewsbury

By F. W. HORENBURGER

PART of the program of events at the 27th Gold Cup regatta at Red Bank, N. J., on August 24 and 25 was a full series of events for outboard boats. Events were scheduled for all classes from B to E and for drivers in Division II. These events occupied almost half of the program and were so arranged that the Classes B and C competed on the first day and the larger Classes D and E competed on the second day of the regatta. A record breaking number of entries had been received prior to the start and 181 different drivers and boats were present and prepared to race in their various classes.

No one can tell how many actually started in each of the events. As the time for starting a race approached swarms of boats appeared from all directions and charged across the starting line with the signal in a mad swirl of smoke, spray and flying boats. The committee made attempts to count the starters but the positions of the boats changed so rapidly that an accurate check was impossible. In some of the classes over 40 boats were counted and while this figure may not be entirely accurate, it is closely correct.

One could never tell how many of those that started met with mishaps before the end of the first lap of the course. Spills and turnovers were frequent and since the lower portion of the course was concealed from view by a bend in the river, it was only possible to judge the number of mishaps when the patrol boats began to tow the unfortunates back to their base at Irwin's docks. Some of these that turned over did so at the upper end of the course and in sight of the judges' boat. In fact, the patrol boats were kept quite busy during every outboard event in picking up drivers and salvaging boats. The strangest part of these turnovers seems to be the nonchalance of the drivers. They regard such a mishap as a mere disturbing incident which interferes with their chances of winning and ascribe it to hard luck. Once they have been

At Irwin's docks it was difficult to find a spot not occupied by outboard boats and engines

thrown into the water their immediate thought seems to be to get their boat and engine dried out quickly enough to permit starting in the next event.

Of all those who were thrown into the water, and there must have been from 25 to 30 all told, there was not a single reported injury to the drivers or serious damage to the boats. Only one accident approached a dangerous condition. A competitor in one of the races had his engine stop sud-

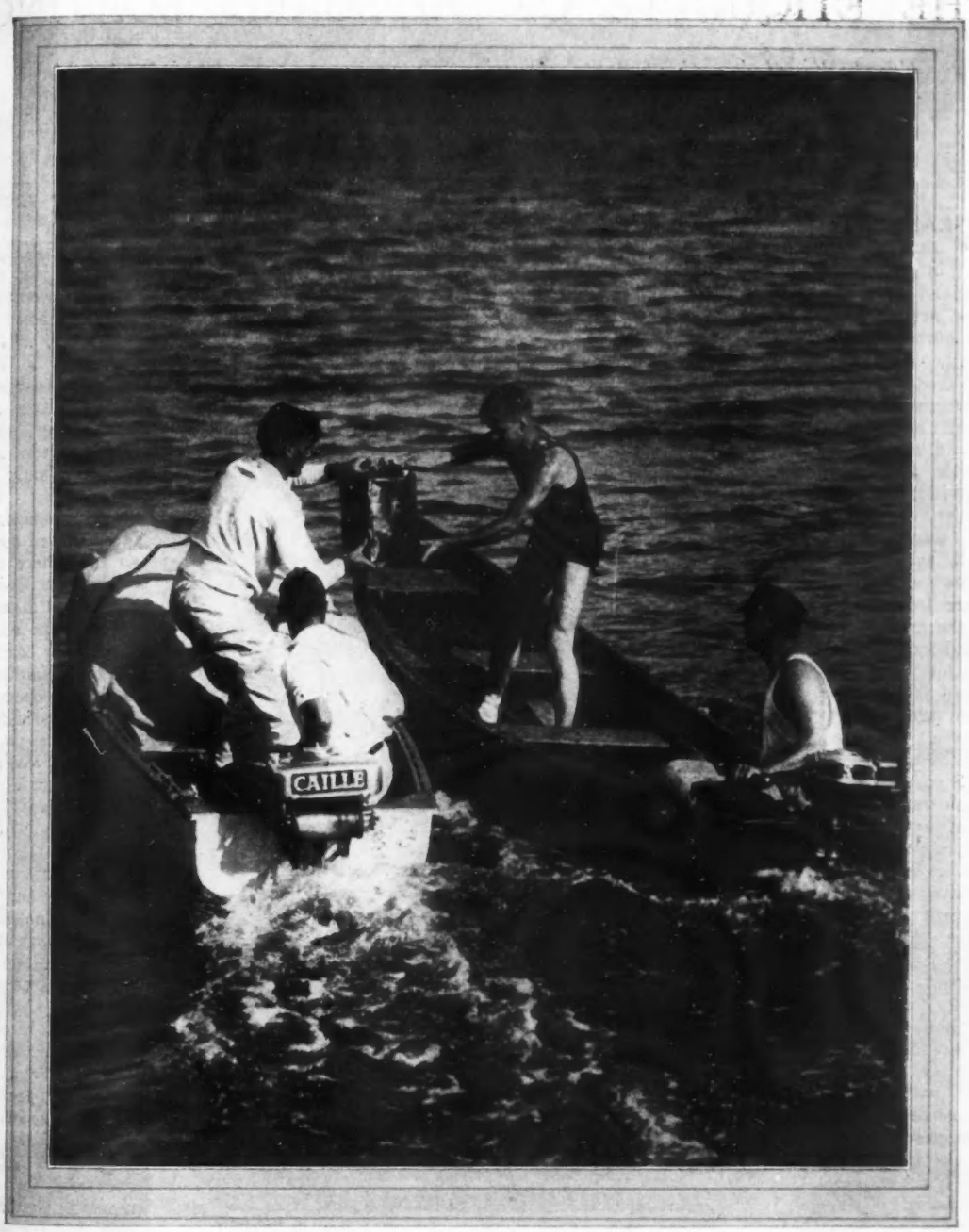
W. B. Tuck, who drove his Ludington boat Mercury to a victory in Class B

Hilton Fraser in his Boyd Martin boat, Why Not, tied on points in both class D and E with L. E. Preston and won both events on best time

denly through a shower of spray and the next man closely behind him did not have time enough to change his course sufficiently to avoid a collision. The result was a sharp impact, the moving boat rode completely over the standing one and damaged it considerably. Fortunately the drivers saw it coming and managed to avoid injury even though the boats themselves suffered. When one considers the speed at

(*Continued on page* 194)

L. E. Preston in his fast Penn Yan boat which had to take second place in the tie. His total time for the two six mile heats was only 1.11 seconds more than Why Not



OUTBOARDS TRY ENDURANCE RUN

Borrowing a page from aviation history, Claude Clarke and Alfred Von Sauer have set up an outboard endurance record. They kept their Caille outboard motor running continuously for almost 100 hours on Lake Winona, Minnesota. Gasoline and oil was transferred in five gallon lots from a second boat without slowing down. Sleeping was difficult although they managed to take alternate naps in the forward part of their boat, Litening. The run came to an accidental end during a heavy rain when a slicker was thrown over the engine and fouled the choke, stopping the engine at 98 hours and 48 minutes. The goal had been set at 125 hours and but for the mishap would undoubtedly have been reached as the engine showed no signs of weakness in later tests

THE ETIQUETTE OF OUTBOARD BOATING

Frank Wigglesworth of Boston Outlines Some Suggestions Which Should Be Observed by All Outboarders to the Everlasting Benefit of This Great Sport

FRANK WIGGLESWORTH of Boston, Chairman of the Outboard Motor Contest Board, in a recent letter to members of the New England Outboard Motor Boat Association, makes some pertinent remarks which apply equally well to the outboard sport in other sections of our country. True sportsmen in this great new sport should heed his remarks and show consideration for other users of the waterways as well as the residents along the shore front. One of the greatest annoyances of the present day outboard is the noise from unmuffled exhausts. Manufacturers are doing their part by building better silencers. Do your bit also by keeping them on the engines and in good order. Remember that a large volume of noise is no indication of speed but rather a demonstration of selfishness and unsportsmanlike conduct on the part of the offender. Mr. Wigglesworth' remarks follow:

M. Rosenfeld

Frank Wigglesworth, Chairman of the Outboard Motor Contest Board, has drawn up some rules of outboard etiquette

"The sport of Outboard Motor Boating has developed so rapidly, entered so vitally into the problems of navigation and marine activities that it seems in order to consider the etiquette of this new sport.

"Unfortunately for the sport as a whole, a few people have been inconsiderately narrow-minded, and their actions have brought complaints, adverse legislation, and discord into the ranks of the outboard sportsman.

"There is a place for the outboard but its uses will be handicapped and wiped out unless those who are using the outboard purely for pleasure realize that they have a debt to their brothers who also love the water and wish to use it.

"What is the etiquette of outboarding?

"This can be answered in just one word,—SPORTMANSHIP, and Sportsmanship means fair play for all hands according to the rules. That means we must put ourselves always in the other person's position.

"If one who is operating a fast outboard boat, sees a row boat approaching, common courtesy and decency should require that the motor immediately be slowed down so that there will be the least possible ripple and disturbance on the water to the row boat.

"If an outboard is being operated in a crowded harbor where yachts are anchored and where people are living aboard, keep away, don't disturb them.

"If you are at a popular summer resort, do not start your motor until after breakfast at least. There is really no need disturbing everybody's peace at six or seven o'clock in the morning or until eleven or twelve at night.

"There is no necessity for removing mufflers just for the sake of making a little more noise.

"If you see a man fishing, don't disturb him. If you see a man duck-shooting, keep away, give him a chance.

"A little thought for the other fellow will solve the whole problem. But there is bound to be a certain group of people who will continue to refuse to give the other person a fair show. Those who are interested in outboarding should feel it incumbent upon them to remonstrate with those who are acting in an objectionable manner. If this fails to bring about the desired result, then one of two actions should be taken.

"First, notify the local yachting organization and

(*Continued on page* 198)

"The Lockwood Pilot"

Exclusive with Lockwood

A Patented Feature given without extra cost on every Lockwood Motor—worth $50 of any man's money. A single demonstration will convince you.

An Unseen Hand

Takes Hold When You Let Go

LOCKWOOD "ACE"

You are out on the water with your Motor—dashing straight for the fishing beds. You want to light your pipe or arrange your tackle, or try your luck on the way out. What do you do? With a Lockwood on your boat, just let go of the steering handle and an invisible hand instantly takes hold. No swerving of the Motor—no danger of sudden reverse. You relax—and rest. You can't appreciate just how much this one exclusive Lockwood feature means to your comfort and pleasure until you have tried it—and you get this priceless feature, without a cent of extra cost, on every Lockwood Motor.

LOCKWOOD "SILENT CHIEF"

While-You Arrange Tackle

While-You Cast

While-You Troll

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OUTBOARD MOTORS

Three of them—The "Ace," The "Silent Chief," and The "Racing Chief." Each a remarkable value.

The "Ace"—A 50 lb. Outboard, developing about 7 H. P. and holder of every Official American Speed Record for motors of Class A.

The "Silent Chief"—Exceptionally powerful and fast Class B Motor with silenced under-water exhaust. Automatic lubrication to crank pin, as well as main bearings. Also has transparent Bakelite gasoline gauge in visible but protected position.

The "Racing Chief"—A motor that is all that the name implies, equipped with twin carburetors and fresh oil lubrication.

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LET'S PROMOTE REAL AMATEUR RACING

Plans Suggested to Place Professional Race Drivers in a Class by Themselves—Cash Prizes May Be Forbidden in Divisions I and II

QUITE some dissatisfaction has arisen during this year's outboard racing over the participation in the racing by professional or tramp drivers who have made more or less of a business of racing, going from race to race, especially where large cash prizes, or valuable and important trophies have been offered. Many have felt that such participation in racing has been unfair to local entrants or those racing for sport alone. Many racing enthusiasts believe this has been one of the causes of the falling off in the number of starters over a year ago.

This year's rules are supposed to divide the drivers into three divisions, Division I being those who have raced in less than 15 races, Division II those who have raced in 15 or more races and Division III employees of the motor manufacturers. As a matter of fact there have been few, if any, Division III drivers as the motor manufacturers agreed at the beginning of the year to take no part in racing, directly or indirectly, and have religiously lived up to this agreement.

However, in Division II were classed such drivers as above referred to as professional and tramp drivers. In this Division II also fell all distributors of boats and motors, boat builders, repair and service men, men hired to race, circus performers, etc., etc., as well as the simon pure amateurs (who had raced 15 or more times) racing for the fun of it.

Is such a grouping of drivers fair? There are many who do not believe that it is. Therefore the National Outboard Racing Commission is suggesting that for 1930 racing, Division I and Division II be reserved for those racing for sport alone and that all others be put into Division III. This Division III would include all owners and drivers who are in any way connected with the outboard boat or motor industry, including dealers, service men, those paid to race, etc., etc.

Another important suggested change in the rules is the forbidding of any cash prizes in Division I and Division II and the classification as a Division III driver anyone who races for a cash prize after January 1, 1930.

American Outboard Records would only be allowed in Division I and Division II.

Another change which has been suggested by some, which may or may not be put into effect, is that some limitation should be put on the hulls so as to assure a stronger and more stable boat, one which would not break up or turn over as readily as many have been doing in this year's races. Some suggest a minimum weight of hull for each of the Classes A, B, C, D and E. Others suggest a minimum length of hull for each class and still others think that it should be a combination of length, beam and weight.

MoToR BoatinG believes that taken as a whole the 1929 Racing Rules have worked out very well and that racing is on a much higher plane than it was a year ago. However, we do think that some changes or rearrangement of the Drivers Divisions would create more interest among those racing for sport alone. Personally, we feel that it is this group which should be given about 99 per cent attention without any interference on the part of motor manufacturers, boat builders, dealers and particularly the tramp drivers who are out after the cash.

We should like to hear what our readers think. We are printing below the suggested changes in the rules. Please keep in mind that they are only suggestions as yet. If enough drivers think the suggestions are good they may be approved for next year. If the drivers themselves do not like them, the suggestions should be killed. If better thoughts are forthcoming they should be worked into the rules.

Won't you let us hear from you? Address your letters to the Editor of MoToR BoatinG, 959 Eighth Avenue, New York City. Don't be afraid to tell us what you think.

WHAT ARE YOUR IDEAS?

WITH the 1929 racing season practically at an end with the exception of the big championship events at Boston, Peoria and in the far west, it is now time to give attention to the racing rules for 1930.

There are many drivers who believe that racing has suffered this year on account of too much professionalism and that next year's racing rules should be so formulated to make this class of drivers race by themselves. Others believe that racing hulls have been too flimsy and unstable, that they have broken up and capsized too often and that there should be regulations on this point also.

What are your ideas?

The rules should be made to please the greatest number of drivers but the National Outboard Racing Commission which formulates the rules, cannot embody the ideas of drivers into the rules unless the drivers let their thoughts be known. Therefore we ask that you send to the Editor of MoToR BoatinG, *959 Eighth Avenue, New York City, any suggestions you may have and these will be turned over to the Racing Commission if you so desire.*

On this page are printed some preliminary suggestions for changes and additions to the rules. What do you think of them?

EDITOR.

The suggested changes in the rules follow—

Rule IV—OWNERS AND DRIVERS.

Owners and drivers shall be divided into three divisions as follows:

Division I—Those who have competed in less than 15 races since March 1, 1929, except those who are hereinafter classified in Division III.

Division II—Those who have competed in 15 or more races since March 1, 1929, excepting those who are hereinafter classified in Division III.

(Note: A driver having started in any heat or race shall be considered as having competed.)

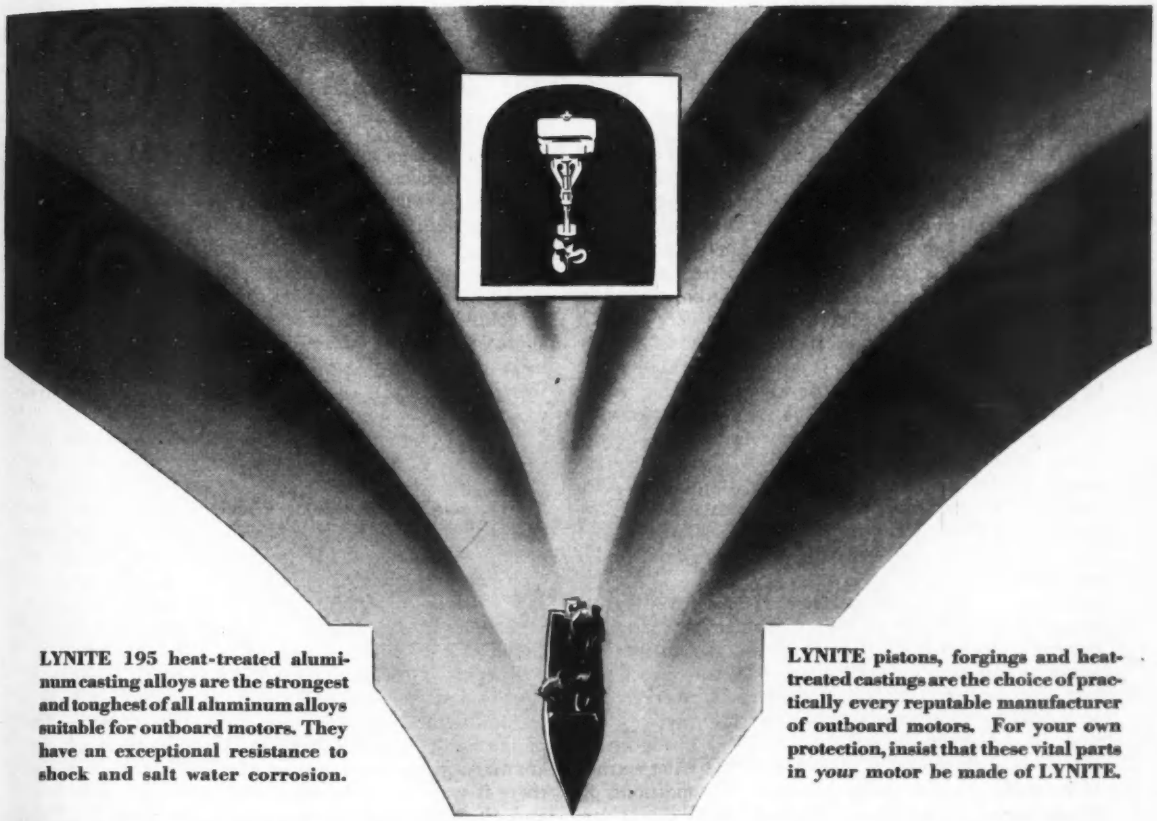
Division III—Those owners or drivers who qualify as follows:

(a) One who has raced for a cash prize or driven for an owner who has raced for a cash prize or has owned a boat or motor that has competed in a race where a cash prize has been offered since Jan. 1, 1930.

(b) One who is to be paid or has been paid to race since January 1, 1930.

(Continued on page 190)

THIS IS THE AGE OF ALUMINUM



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LYNITE pistons, forgings and heat-treated castings are the choice of practically every reputable manufacturer of outboard motors. For your own protection, insist that these vital parts in *your* motor be made of LYNITE.

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Light, rugged, powerful, portable, moderate in price and economical in operation, the outboard motor is your logical answer to "How shall I get out on the water?" Outboard motorboating is a healthful outdoor sport that brings you new happiness and fun in a thousand different ways. It packs every hour on the water with a fresh thrill every minute. Aluminum made the modern outboard motor possible. Only in aluminum and its alloys do you find that essential combination—light weight and great strength—without which the outboard motor could not exist.

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A.C.O.A. ALUMINUM

A COMPASS IN THE OUTBOARD

Method for Mounting a Compass Developed for Crossing the English Channel Which Will Prove Useful for Long Distance Racing

By CAPTAIN P. RONESS BORDEWICH

Courtesy, The Motor Boat—England

THE problem of fitting a compass in an outboard boat is rather an interesting one. Last year I did a good deal of experimental work in this direction, and at an early stage realized that some extra compensator device was absolutely essential if any degree of steadiness at all was to be obtained.

It must be borne in mind that an outboard boat is like no other craft, inasmuch as there are very few (if any at all) periods of what can be described as "steady forward movement." She is affected, at all speeds, by the very slightest ripple or chop, and this causes a good deal of movement. The trim is affected also by very slight movement one way or another by the driver or the passenger, and also by the decrease in weight of the main fuel tank. The alteration in trim causes a different movement to the craft, so it is apparent that there is constant motion at all times, and the compass, therefore, has but little chance of steadying down.

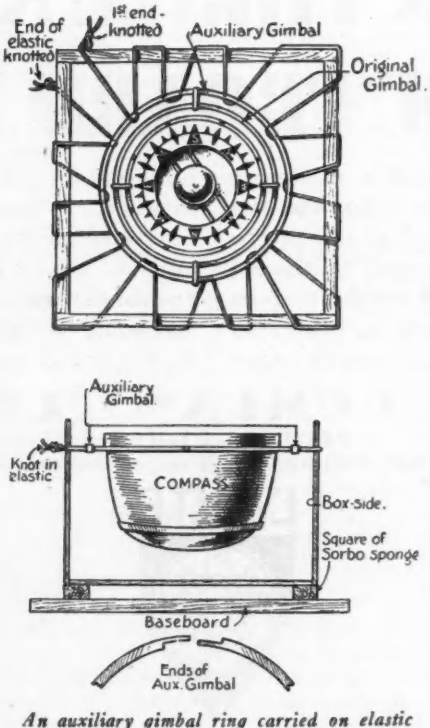
Correct trim has everything to do with the performance of an outboard boat—whether it be a racing hull or a cruiser. To get that trim, the correct position for the main fuel tank, driver's seat, passenger's seat, and gear, all have to be carefully worked out by actual tests under power and at all speeds. The latter is a very important point. When I was fitting out my boat "Stormcock" last year I ran what seemed to be endless trials under all sorts of conditions off Brightlingsea, and also off Harwich, until I was certain that I had everything correct.

After several experiments with the compass I at last hit upon the elastic suspension system, and, although it may seem a very primitive affair, it has two great points in its favor. The first is that it has proved very satisfactory under actual tests in all sorts of conditions, and the second is that it costs but very little and can be made at home by any owner. My compass cost about six dollars, the elastic cost about sixty-five cents, and the box and baseboard were home-made from off-cuts of wood.

Let us assume, therefore, that due allowance has been made for all the gear to be carried, and the correct location for everything settled, including the driver's position. The decrease in weight of the main fuel tank must be remembered, as the fuel level is constantly altering. This change can be more or less compensated by the adjustment of position and the gear, stores, etc., so that the correct trim is kept so far as possible. It is better, I think, to have the driver's seat loose—so that he can shift his own weight about as much as necessary. The compass I used had a card of about 5 inches. I purposely got a good large one as my sight is not of the best, and I wanted to be absolutely certain of seeing the card whatever happened. It was fitted with the usual gimbal, and round this I fitted an auxiliary gimbal, pivoted at right angles to the first on screws set into the original one, so that it could swing both ways. The auxiliary was of approximately the same sized brass strip as the original; the ends of it were shaped and then soldered together as neatly as possible, with as little extra weight as I could manage.

I then got a wooden box, large enough to take the compass with about 2 inches or 3 inches clear all round it, and deep enough to let it swing comfortably. Round the top of the box (about 1 inch from the top to be exact) I drilled a series of holes ¼ inch in diameter, at intervals of about 3 inches. Underneath the box at each corner I glued a piece of Sorbo sponge, about 1 inch thick and 2 inches square. A baseboard of about 3 inches larger size than the box was then glued to the Sorbo squares, and the compass carrier was complete.

A knot was made at the end of a length of catapult elastic, and the free end threaded through a corner hole until the knot was brought up against the outside of the box. The free end was then passed round the auxiliary gimbal and out at the second hole. From there it was led to the third hole, still outside the box, and then threaded in and round the gimbal. This operation was continued right round the box, and the end finally brought out at the hole next to the entrance hole and there knotted. The compass was then ready.



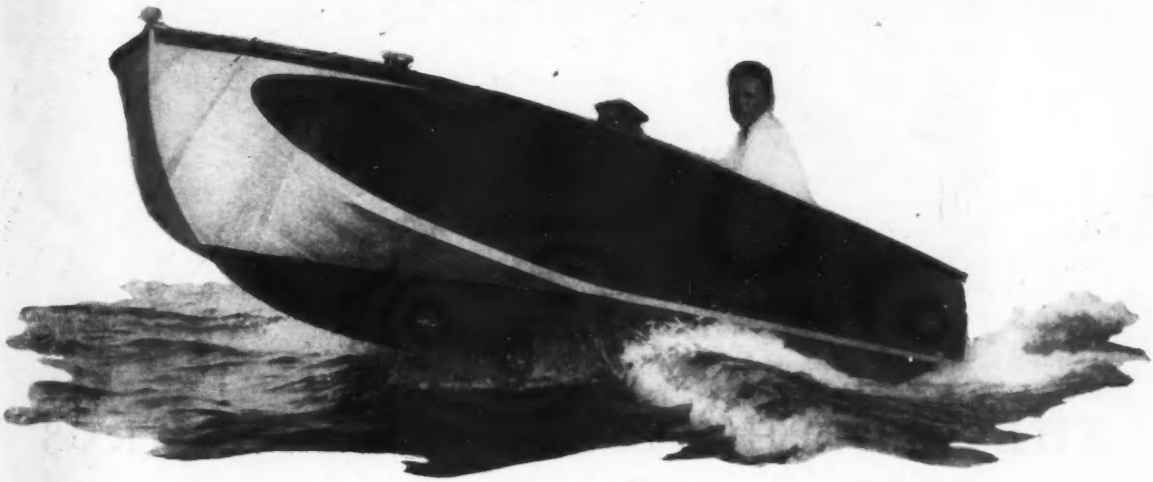
An auxiliary gimbal ring carried on elastic cord was found necessary to absorb violent motion on outboard cross channel racers

It took a few trials to ascertain the correct tension of the elastic, which, of course, could be adjusted—either slackened off, or tightened up, as required. Either of these operations must be continued right round so that the tension is equal on all the bearing lengths of elastic. It proved very satisfactory indeed and gave no trouble whatever, except for one of the screws holding the auxiliary gimbal working loose just after I left Harwich. This was quickly replaced and after that I had no trouble at all. The card was very steady, and the whole device proved well worth the little trouble I had spent upon it. The baseboard was screwed to the floorboards close beside my seat, so that I could see the card clearly, and in such position that it was fairly well protected by the canvas dodger.

I am now fitting up another compass on exactly the same

(*Continued on page* 200)

# of course it's the New HOOTON!



That is, IF YOU WANT IT. We are running this advertisement as a "feeler"; the answer is up to you. Read below:

HERE is a husky 18½-footer, about two-thirds completed. When finished, it will be a he-man's *inboard*—choice of four or six-cylinder Gray motor, neatly tucked beneath hinged hatches in the stern. Electric starter, lights, windshield, lots of chromium plate, fully furnished roomy cockpit, and full forward control. Everything of the finest, with unmatched HOOTON performance, and speed to spare. Big enough to be dignified; and small enough to be economical. Price, $1,550.00 and $1,770.00, depending on choice of motor.

NOW—is this what you've been waiting for? We think it is. But we also know that there will be a dozen or more other makes in the same field for 1930. Some will be cheaper; some will be priced too low; the HOOTON will be correctly built, and correctly priced.

None will excel the HOOTON in beauty, nor equal it in performance. In view of all this, *do you think you would want to own this boat?* As a dealer, would you want to handle it? We want your criticisms; your suggestions; it is up *to you* whether we put this boat in production. If you like it, tell us. If you don't like it, *by all means tell us*, and say *why*.

DEALERS — USERS — BOATMEN

Wax Loquacious! Mail Your Impressions at Once.
We Want YOU to Have Your Say!

GORDON B. HOOTON

505 Grandville Avenue - - - Grand Rapids, Mich.

OUTBOARD FANS — TAKE NOTE

The famous HOOTON outboards, ever growing in popularity, will be continued without a hitch. They are simply too good to drop. The WILDCAT has recently added three more marathon victories to its long list of winnings — KANSAS CITY to ST. LOUIS being the latest. The outboards will stay, and so will HOOTONS!

When judges are lax, Loretta Turnbull does a little flying

THE MONTH WITH THE OUTBOARDS

Items of Particular Interest to Followers of the Sport

OUTBOARD DRIVES WATERPLANE

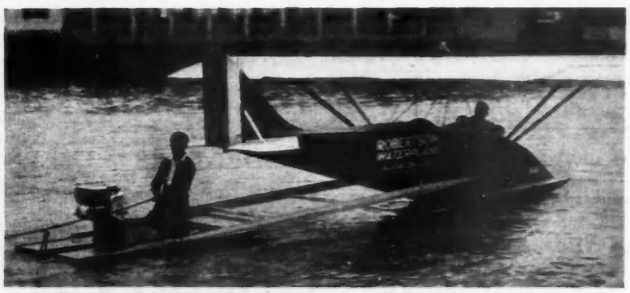
AN entirely new and thrilling form of excitement which is just making its bow for public acclaim, is reported by F. H. Squires, Pacific Coast representative for Elto Outboard Motors. And thrilling it is, more so than even the fastest turn, in the roughest water, with the speediest outboard boats in competition for new world's records.

Illustrated here is the equipment, the Robertson Waterplane, manufactured by the Robertson Ship Yards at Alameda, California. It really consists of two main units, the airplane-like structure supported by the boat-shaped step pantoon which carries the thrill-seeker, and the rear pontoon powered by an Elto-Hi-Speed Quad which furnishes the power.

The operation of this unique craft is fascinating. The passenger takes his place in the cockpit of the waterplane and receives instructions regarding the manipulation of the joy-stick which controls the elevator at the tail of the plane and also the ailerons, the latter being hinged flaps on the wings which enable the passenger to keep the plane on an even level. A rudder bar at the passenger's feet operates the vertical rudder on the tail section and controls the direction to the right or left.

Leading from the sides of the waterplane to the power pontoon are struts, hinged so that the waterplane can actually arise from the surface of the water and take the air.

The first demonstrations were successful, though they also suggested some improvements, which will no doubt enable the inventors to perfect the craft. The waterplane was pushed out into the river by the Elto motor on the power pontoon and headed into the wind. As the motor was speeded up the waterplane rose on its step and the elevators were raised. With a slight adjustment of the push struts the promoters expect the plane to soar ten to fifteen feet above the water, the passenger meanwhile, steering and controlling, just as an aviator controls anairplane.

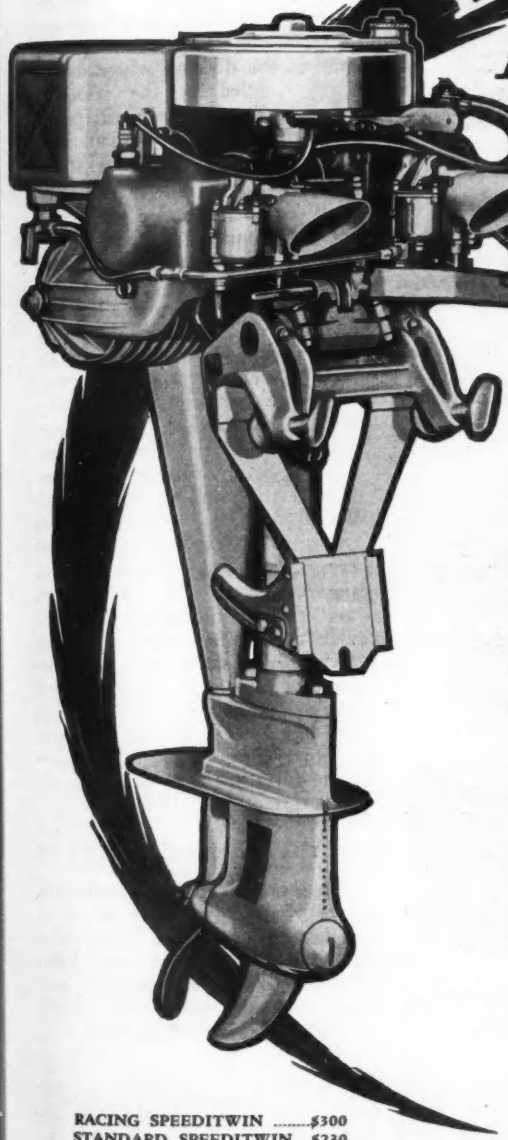


The Robertson waterplane, which is controlled like an aeroplane but receives its power from an outboard motor carried on pontoons

This form of sport promises interesting developments.

(*Cont'd on page* 184)

Announcing EVINRUDE Racing Speeditwin



THERE is now a *speedier* twin-cylinder outboard than the Standard Model EVINRUDE Speeditwin—*but only one!*

"Racing Speeditwin" is IT!

Because the Standard Model holds many of the speed records in its class; because much larger, four cylinder motors are often left in its wake; because forty miles an hour in a light hull is generally thrill aplenty . . . because of these things that Standard Speeditwin will *already do,* this new Racing Model will appeal to only a few hundred of America's sportsmen.

That's well, for Racing Speeditwin is built with such infinite care that only limited production can be achieved.

The story of how Racing Speeditwin is built, and of its features such as two special carburetors, timed ports and special intake manifold is one of the most interesting of the year. Write for it!

EVINRUDE DIVISION
Outboard Motors Corporation
1133-27th Street Milwaukee, Wis.

RACING SPEEDITWIN $300
STANDARD SPEEDITWIN....$230
F. O. B. FACTORY

OUTBOARD MOTORS CORPORATION

Hunt 'em with Folding Sportwin!

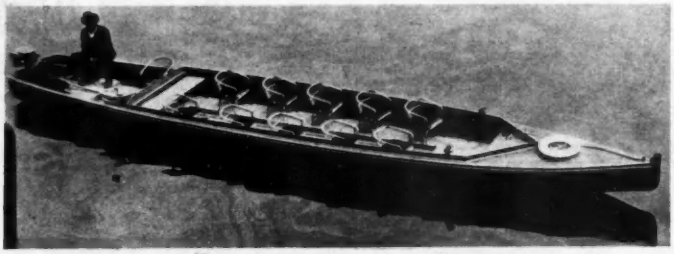
There are fewer good aims in arms tired by rowing. Get to the blind early and fresh, with an Evinrude. Sportwin is the model to choose — as trusty as your pet gun but a point better in the means by which it is made portable. Instead of taking it apart, you simply *fold* Sportwin into a compact, easy-to-pack and easy-to-carry package only 23½" x 12" x 14" and weighing only 43 pounds.

Evinrude Distributors — Sales and Service:

Ford Road and River Blvd., St. Paul, Minn.
Front Street near Front, Norfolk, Va.
115 E. 23rd St., New York City, N. Y.
259 Atlantic Ave., Boston, Mass.
117-119 Broadway, Oakland, Calif.
124 Second St., Portland, Ore.
79 Columbia St., Seattle, Wash.
6304 E. Jefferson Ave., Detroit, Mich.
64 King St., West, Toronto 2, Ont., Canada
539 Carondelet St., New Orleans, La.
115 Broadway, Houston, Texas.

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 182)



Tourists in Italy are taken on scenic trips about the lakes in this Elto-powered excursion boat

ITALIAN EXCURSION BOAT OUTBOARD-POWERED

From Italy comes an interesting photograph showing an excursion boat, large enough to carry ten tourists and the operator. It is used by Italian resort owners to take their guests on scenic trips on the beautiful Italian lakes.

The boat is approximately twenty-five feet long and five feet wide, and is entirely open, thus providing an unobstructed view in every direction. Being light in construction it draws very little water, thus permitting it to slip into shallow bays and coves and to make shore landings in places where larger, heavier excursion boats could not possibly navigate. Comfortable wicker chairs are provided for the passengers.

This equipment is undoubtedly very nearly ideal for its purpose, yet it represents a minimum of investment. The boat is simple in its lines and no doubt can be built for a small part of the cost necessary to build many of the excursion boats used on American waters.

This same idea of economy is reflected in the power plant which consists of an Elto Service Speedster.

Reports from Italy indicate that outboard motors are finding wide use for powering boats of this kind. It seems very likely that before long many will be used on American waters, for in addition to being an ideal type of craft for scenic excursions, this equipment lends itself also to being very easily stored when not in use.

OUTBOARD CORPORATION IDENTIFIES PRODUCTS

The recently formed Outboard Motors Corporation, consisting of a merger of Elto, Lockwood and Evinrude, has adopted the handsome trade mark shown in an accompanying illustration. The mark was selected on the basis of ease of identification plus beauty and boating atmosphere. It will be used in a variety of ways, especially, however, in full color decalcomania form, for display on dealers' store front windows. When used in this way, the plaque suspended from the shield will bear only the name of the division whose motors are being handled by the respective dealers. The decalcomania will be approximately ten inches high, an ideal display sign for either door or windows.

Other uses of the trade mark or emblem will be identification of motors by means of a small decalcomania reproduction in Corporation and Divisional advertisements and printed matter.

A series of letters now being mailed to all Outboard Motors Corporation dealers will acquaint them with the trade mark, enlist their support of its use in every way possible. Designed to stand for the best in outboard motoring, the emblem will bring to the dealer displaying the mark, increased patronage from the constantly expanding field of boating customers. Just as the formation of the Outboard Motors Corporation has increased the franchise value of every Outboard Motors corporation dealer, so will the generous use of the corporation's sign provide a definite means of having each dealer share with the corporation, its aims, progress, good will and public confidence. Dealers are urged to write the Outboard Motors Corporation, Milwaukee, now, for reproductions of the emblem for display purposes.

The new trade mark adopted by the Outboard Motors Corporation to identify its products

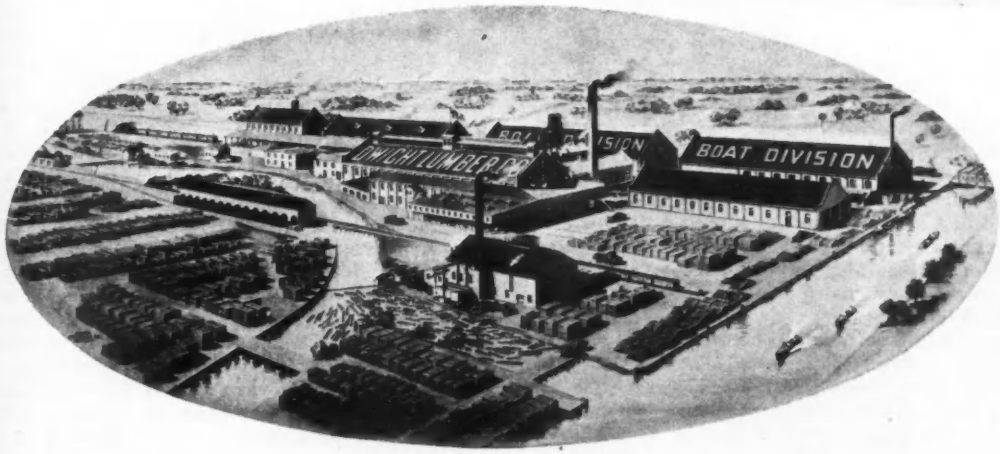
CRYSTAL LAKE REGATTA

A short time ago an interesting race program was run before an audience of about twenty-five hundred persons at Crystal Lake, Iowa. This was the first outboard racing event ever staged

(*Continued on page* 186)

In a field of starters at Crystal Lake, Iowa, which included eight men, Mrs. W. H. Phelps of Valley, Nebraska, was the Class B winner

THE COMPANY BEHIND THE *Dee Wite Line*



Acres of modern plants make up the great industrial institution where Dee Wite runabouts are made. Thousands of dollars are spent annually in testing. Boat building talent famed throughout the industry is employed in the Dee Wite experimental department. Neither men nor money is spared in Dee Wite development. Modern straight line production methods, with the finest and most advanced type of machinery, have effected further manufacturing economies that make a Dee Wite runabout the greatest boating value ever offered.

Though Dee Wite has just finished a year so successful that it has made history in the boating world, this company will strive to set new records during the coming year. New models will be added to the already popular present one. New refinements and new luxuries in performance will be offered. All these changes have been carefully worked out, and the 1930 Dee Wites will offer the motorboating public the most remarkable values ever attempted by any boat builder. Dee Wite will set new records for maker, dealer and owner alike. A Dee Wite franchise will be one of the most valuable any motorboat dealer can have.

See the Dee Wite line. It's a great boat now; it will be even greater in 1930.

DWIGHT LUMBER COMPANY
Established 1866
Boat Division, Dept. 60
RIVER ROUGE MICHIGAN

Dee Wite

ALL-MAHOGANY PLEASURE CRAFT

THE MONTH WITH THE OUTBOARDS

(*Continued from page* 184)

L. R. Arnold of Council Bluffs was the winner of Class D in the August 4 races at Crystal Lake, Iowa. The following week at Storm Lake he placed first in both Class D and the Free for All

near Sioux City and judging from the reception it received, it is likely to become a popular annual sporting event. Twenty outboards entered in the competition and the best time of the day was made by L. R. Arnold of Council Bluffs, Iowa, who was the winner of the Class D event with an average speed of thirty-six miles per hour. The crowd of spectators had a little special entertainment in the form of three upsets. Chick Peterson of Sioux City, driving his brilliant yellow racer, Rookie, capsized in the second race and B. Culver of Pomeroy, Iowa, accounted for the other two spills in his Bluestreak. The first time the boat was righted and the motor started again without difficulty, but the second time it went over, a cylinder was cracked when the cold water hit the hot metal.

In Class B, Mrs. W. H. Phelps of Valley, Nebraska was the winner driving a Johnson Seahorse 16 and in Class C, Glen Hafer of Spirit Lake, Iowa came in first with an Evinrude 20. L. R. Arnold of Council Bluffs triumphed in Class D, his Johnson 32 sending him over the course at an average speed of 36 m.p.h. and Amos Ginn of Nebraska City won the free-for-all with a speed of 33.962.

Arnold, the Class D winner, continued his winning streak the following week at the Storm Lake Race where he placed first in both Class D and the free-for-all. Hafer of Spirit Lake won in Class C and J. J. Larsen of Freemont took the B Division.

UNUSUAL EVENTS IN OUTBOARD MARATHON

The first outboard marathon ever held in northern Wisconsin, a fifty-mile event held at Three Lakes, on August 29, furnished the crowd assembled with plenty of thrills during a series of happenings unusual even to outboard racing, where the unexpected is often the rule.

The event was held on a two-mile course in Medicine Lake, near Three Lakes, and consisted of twenty-five laps. Thrills and action were crammed into all twenty-five of them, contrary to the idea of many who thought a marathon race might prove a boring affair to the spectators. Harold Grandy driving Flea, a big favorite among the shore fans, started the fun by fouling a plug on the starting line and consequently getting a poor start. His backers soon had cause to rejoice, however, for he passed them one by one to get a commanding lead, so that even when he mistook the green flag for the checkered one he was far enough ahead so that he finished first. As a local paper described it, Grandy won despite a poor start and a poor finish.

One thing that outboard racing has been entirely without was furnished at the marathon and in fine style. The game has its women drivers who have got their pictures in newspapers where mere man hasn't had a show, but heretofore a genuine juvenile racing star has been lacking. However if Gaylord Lyon, 13-year-old St. Louis schoolboy, continues at the pace he set for himself on his first day as a race driver, this gap will be well filled. Young Gaylord, a complete novice at the game, drove Miss Step IV to victory in Class B in the marathon against handicaps that would discourage the most experienced. Miss Step IV was the only boat in the marathon that was not equipped with an auxiliary gas tank, making it necessary to lose valuable time refueling at the dock. During one of these refuelings the motor caught fire, forcing the driver to dive into the cold waters of the lake. Scarce was the fire out, however, before he swam back out to the craft, and, climbing in, started the motor. He had lost considerable time and his lead in class B; but he went right back after them and passed up his entire competition, including the entire class C contingent as well!

Meanwhile much else was going on. Commodore Jacoby noticed that he had run over a dead fish in the course of the race, but he did not realize for a while that the fish, caught on his fin, was what was making the motor cavitate.

Sunflower, driven by Jim Fry of Champaign, Ill., pulled in for first Class C honors. After he had passed the finish line, it was generally considered that the excitement had been plenty for the day and many started on their homeward way, first places in the various classes having been settled. But those who did leave then missed the most unusual and striking event to take place in outboard racing since the sport left its baby clothes. Miss Shirley Reay, game little woman driver of the Three Lakes Outboard Club, had been monotonously piloting her Class B outfit around and around the buoys lap after lap without anything occurring to

(*Continued on page* 188)

A 15-foot Skiboat banking on a turn. The craft is equipped with hydrofoils, on which it rides when sufficient speed is attained

To the world-wide confidence which Evinrude, Lockwood and Elto Outboard Motors have earned is now added a *new* reason for these motors being your "best buy." Each is a product of the Outboard Motors Corporation, a consolidation of the world's foremost outboard engineers and a pooling of buying power permitting new standards in fine manufacture. Look for the dealer displaying the Outboard Motors Corporation emblem. It means a double guarantee of satisfaction.

OUTBOARD MOTORS CORPORATION, *Milwaukee*
OLE EVINRUDE, *President*

LOOK FOR THIS SIGN

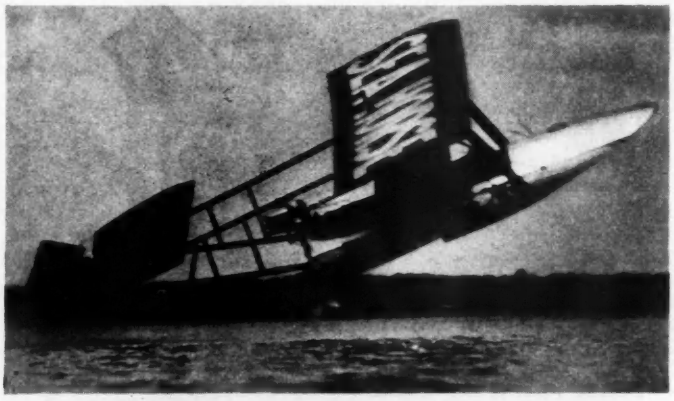
THE MONTH WITH THE OUTBOARDS

(*Continued from page* 186)

break the serenity of the affair. Miss Reay had worked hard all morning before the marathon getting her outfit ready and when the start came was pretty well ready for a rest. At the conclusion of the twenty-fifth lap the judges tried to wave her in, but it was of no avail. Game to the end, Miss Reay had become utterly exhausted and had sunk into a coma, but kept on piloting her outfit automatically around the white buoys. For a lap and a half after all the other boats had left the lake she continued her same course, obvious of everything. Finally the course patrol boat, realizing that something was seriously amiss, pursued her and managed to bring her to a halt.

Harrison Fraser, racing pilot, takes to the air with a specially constructed flying outboard, propelled by a Johnson Twin

Credit for the success of the race goes to the Three Lakes Outboard Club, which as Wisconsin's first outboard club has done a lot toward promoting outboarding in Wisconsin.



Fraser points Pegasus' nose skyward. This unusual photograph showed him entirely clear of the water

Class D, was won by Harold Grandy driving Flea. Century boat, Johnson motor.

Class B, won by Gaylord Lyon driving Miss Step IV. Crandall boat, Johnson motor.

Class C, won by Jim Fry driving Sunflower. Sunflower boat, Evinrude motor.

RUNAWAY OUTBOARD PROVIDES THRILL

An unusual thing happened at the recent regatta of the Cleveland Outboard Club. Commodore Hendricks of that Club was leading the field in his fast outboard, when he hit the wash of a passing cruiser and was thrown right out of his boat. As he struggled in the water he saw his boat making crazy turns every which way in the water near him.

Fred Porter of Cleveland next came on the scene and sensing the situation got a Christ-Craft to try and catch the runaway boat. Warily he circled and approached the empty craft from the stern. Waves kept sending the outboard off at crazy angles which made him almost afraid to get in close. At last he had maneuvered into a position where he was ready to work in alongside. He hadn't time for a single move however, before the outboard hit another wave and this time turned and headed straight for the side of the Christ-Craft. There was nothing Fred Porter could do as the speeding craft was too close. With a sickening thud the smaller boat punched into the Chris-Craft at a speed of almost thirty miles an hour. Nothing could withstand the shock and a plank was broken in her side. Just as the struck, Porter was able to grab her lines and make her fast alongside. It was then just the work of a second to shut the motor down.

The incident was over. Commodore Hendricks was fished out of the water, and the Chris-Craft returned slowly to the dock. Fred Porter had damaged the boat considerably, but there is no telling what might have happened if he had not stopped it. Congratulations to him and his Chris-Craft.

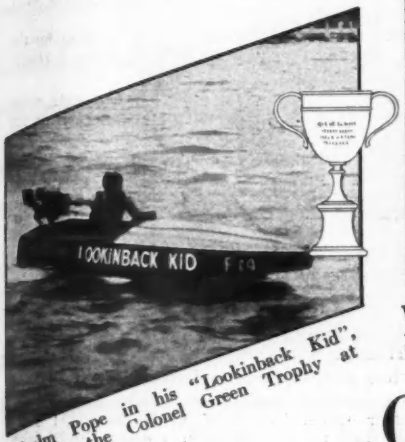
OUTBOARD MAKES ENDURANCE RUN

Refuelling on the fly and setting endurance records so popular with airplanes, recently caught the fancy of two Toledo outboard enthusiasts—Glen Loertscher, 25, and Forest Arnold, 29. (*Continued on page* 192)

Gaylord Lyon, 13 years of age, outdrove all competitors in the B and C classes of Northern Wisconsin's Outboard Marathon

Cups and records from coast to coast

—new honors in every meet for the New MOBILOIL



Malcolm Pope in his "Lookinback Kid", winner of the Colonel Green Trophy at Miami Beach.

Harold Chapman driving "Big Ben" —1st place, Around-Manhattan Race for the Pulitzer Cup.

William Campbell, Chicago Journal Gold Cup winner.

GARGOYLE MOBILOIL has long been the choice of experienced racing drivers. But the amazing results obtained this season with the *New Mobiloil* make 1929, more than ever before, a Mobiloil year. Every important regatta sees new records set and coveted trophies won by Mobiloil-lubricated boats.

Colonel Green Trophy—The season opened with a sweeping Mobiloil victory at Miami Beach in March. Malcolm Pope took the feature event by winning both heats of the Colonel Green Trophy Race against an unusually large field of fast competitors.

In 13 heats of the 8 outboard events the New Mobiloil made a remarkable record of 9 first places, 10 seconds and 11 thirds.

Chicago Journal Gold Cup—June 16, William Campbell took first place in the Grand Free-for-All with his Johnson-powered "Fox Trot". Dick Upsall was a close second in "Nobody's Business", also Johnson-powered and Mobiloil-lubricated. 15 out of the 21 contestants used Mobiloil.

John Maypole relied on the New Mobiloil to win first place in the Class B event, as did Bud Peacock and Robert Cocroft, who took first and second places in the Displacement Class.

Pulitzer Cup—On June 30 fifty-four outboards entered the Around-Manhattan-Island Race for the Pulitzer Cup. Harold Chapman scored an easy victory in "Big Ben", making the circuit in 58 minutes. Speaking of the New Mobiloil's performance in his powerful Johnson engine, he said, "My engine ran perfectly."

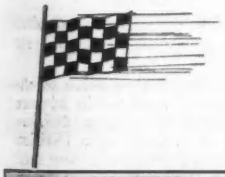
First place in Class B went to Kirk Ames, another Mobiloil enthusiast.

New Class B Record—As the season progresses the pace increases. Using the New Mobiloil, Johnny Adams drove his "Crandall Comet" 40.1199 m.p.h. at the Newport Beach Regatta in California — a new American record in Division 2 of Class B.

These events are typical. Wherever motorboats are raced, consistent winners rely on the New Mobiloil, made especially for today's high-speed engines. There's a dealer near you. Refer to his complete Mobiloil Chart for the correct grade to use in your make of engine.

VACUUM OIL COMPANY

Makers of high-quality lubricants for all types of machinery



Johnny Adams setting a new American record in Division 2 of Class B.

FREE!

Mail this coupon for your copy of our authoritative treatise on the care and operation of motorboat engines.

Vacuum Oil Company, Marine Sales Dept. 61 Broadway, New York City.
Please send me, without obligation, a copy of your booklet, "Correct Lubrication for Motorboat Engines—1929."

Name_____

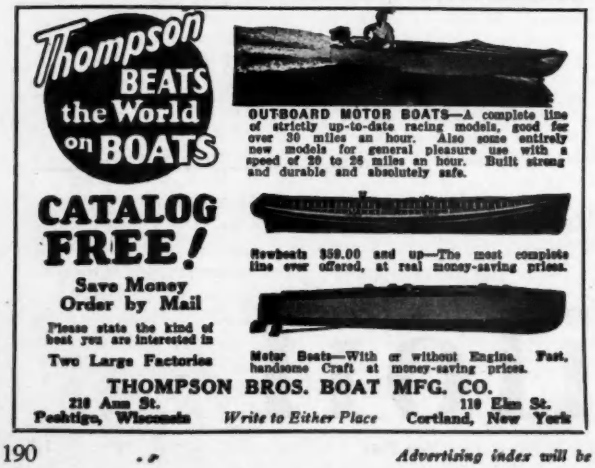
Street_____

City_____ State_____

the New Mobiloil

CAPE COD BOATS
Before purchasing send for our complete catalogue and low price
CAPE COD BABY KNOCKABOUT
This model is brought out to meet the demand of various yacht clubs and individuals, a number of yacht clubs having adopted this boat as a standard racing class. Some clubs have fleet of 30 boats. All Cape Cod boats are standardized built.
ROWBOATS
10, 12, 14 feet long. Of various models. Strong, well-built and safe.
POWER DORIES AND LAUNCHES
20 foot Motor Dories. Safest sea-going family boat built.
20 foot Runabout. Four cycle, four cylinder engine. A beautiful job.
OUTBOARD MOTORBOATS
Various models for high speed, general utility and sea-going.
Cape Cod Ship Building Corporation
Showroom, Main Office and Works, Wareham, Mass.
Export Office, 25 Broadway, New York City
Branch Office, 10 Tremont Street, Boston, Mass.

Three Star Boat
Safe, Serviceable and Speedy
The Sensation of the Season
PIGEON HOLLOW SPAR CO.
131 Coleridge Street East Boston, Mass.


Thompson BEATS the World on BOATS
OUTBOARD MOTOR BOATS—A complete line of strictly up-to-date racing models, good for over 30 miles an hour. Also some entirely new models for general pleasure use with a speed of 20 to 26 miles an hour. Built strong and durable and absolutely safe.
CATALOG FREE!
Save Money Order by Mail
Please state the kind of boat you are interested in
Two Large Factories
Rowboats $50.00 and up—The most complete line ever offered, at real money-saving prices.
Motor Boats—With or without Engine. Fast, handsome Craft at money-saving prices.
THOMPSON BROS. BOAT MFG. CO.
218 Ann St. Peshtigo, Wisconsin
Write to Either Place
110 Elm St. Cortland, New York

Let's Promote Amateur Racing

(*Continued on page* 178)

(c) One who is to be reimbursed for expenses or has received compensations or expenses for racing since January 1, 1930.

(d) One who is an employee of an outboard boat builder or outboard motor manufacturer or has been an employee of either since January 1, 1930.

(e) One who is connected with the outboard motor or, outboard boat industry or the business of building, selling, repairing, distributing or servicing outboard motors, outboard boats, or outboard accessories, or has been connected therewith in any capacity for monetary gain or business profit, since January 1, 1930.

(f) Employees of those mentioned in paragraph (e).

(g) One who has received gratuities or pay for serving on a boat since January 1, 1930.

(h) Those owners or drivers who may be designated by the National Outboard Racing Commission as a Division 3 owner or driver.

(i) One who races for commercial gain or represents some person or corporation interested in racing for commercial or for advertising value.

(j) One who has entered or participated in any public demonstration of an outboard motor or outboard boat planned to advertise or give publicity to said motor or boat or any public performance or stunt making use of an outboard motor or outboard boat.

Note: Naval or Coast Guard officers are excepted, provided they do not otherwise commit an infraction of above rules.

Regulations

1. American Outboard Records shall be allowed in Division I and Division II only.
2. Only stock motors shall be raced in Division I and Division II.
3. A boat or motor which has raced in Division III since January 1, 1930 shall not be eligible to compete in Division I or Division II.
4. A boat or motor owned or driven by one who qualifies for Division III shall not be eligible to race in Division I or Division II.
5. An owner and a driver when entering a boat for a race must give sufficient information on the entry blank to permit the Local Committee to determine the status of the entrant as to whether he belongs in Division I, II or III.
6. Filing false or incorrect information on entry blank shall be sufficient cause for suspension of entrant for one year from all racing as provided in Rule V.
7. A driver or an owner placed in the incorrect division by the Local Committee shall so advise the Committee in advance of the race and shall not start in the incorrect division.
8. No boat or motor owned (in whole or in part) by a Division III owner or driver shall be eligible to compete in any race not specifically designated by the local race committee as a Division III Race (including the so-called Free-for-All event) unless it be so designated in advance as open to Division III owners and drivers).
9. No merchandise prize (or order for merchandise) having a value in excess of $50.00 shall be offered in Division I or Division II. (Note: It is understood that this section (9) has no reference to the usual prizes offered, such as cups, trophies, etc., and articles purchased in advance of the race by the Race Committee to be offered as prizes).
10. Division I and Division II owners and drivers shall not be eligible to compete in Division III races or in any race open to Division III owners and drivers.
11. A prize shall be awarded to the owner of the boat. The owner may, if he so chooses, instruct the Race Committee to award the prize to the owner of the motor or to the driver.

FOR OUTBOARD CONTROL

Outboard enthusiasts will be interested in learning that the Malleable Iron Fittings Co. of Branford, Conn., manufacturer of Branford Control and Steerers, is developing a new type of remote throttle control for use with the latest outboard motors. This control will be of a double wire type similar to that used on aeroplanes. It has many practical advantages over other methods of remote controls, in that lost motion and friction are practically eliminated.

The company also reports that Branford Steering wheels are now available as standard equipment on many prominent makes of outboard boats.

Advertising index will be found on 3rd last page

. . . . . *The whole boating world is acclaiming*

The New CHASE-EMERSON MOTOR BOAT

Powered with the VAN BLERCK JUNIOR MOTOR

Smart

Swift

Seaworthy

NEW!

Flexible

Modern

Economical

Safe

Sixteen Feet of Beautiful y Designed Motorboat

Luxurious Riding Comfort for Five Full Grown People

Speeds Through the Water at 25 Miles per Hour

Self Starter

Reverse Gear

$995

F. O. B.

NORWALK, OHIO

Easy to Handle

Absolute Dependability

Selling like "hot cakes" for the last 3 months

A Fine "Inboard" Job at the Price of a Complete Outboard

Dealer Franchises Are Valuable — Don't Wait — Wire Now

A. B. CHASE-EMERSON CORP. 11 West 42nd St., New York

200 MILES
to Victory
with
STANNUS
SPEED WHEEL

BILL FREY with a STANNUS Speed Wheel on an Elto motor drove his Century boat to victory against a large field in the 200-Mile Independence Day Marathon at Peoria, Illinois. Thus again the Stannus wheel demonstrates its ability to win where competition is keen. Be a winner!

Price $10

We have also developed Stannus Service Wheels for Class C, D and E motors for use with runabout type hulls. This new service wheel gives maximum motor efficiency with or without load. Price of Service Wheel $12.00.

Write today for further particulars.

STANNUS PROPELLER CO.
3401 Illinois Street **Detroit, Michigan**

Every Genuine Stannus Wheel is stamped STANNUS

WINTER STORAGE

Outboard Motor Headquarters

BRUNO BECKHARD
Flushing Bridge ***Flushing, N. Y.***

How about a boat for Florida fishing?

FAIRCHILD
OUTBOARD BOATS

Outboard cruisers, family runabouts and racing hulls. New low prices now effective.

Write for details

FAIRCHILD BOATS, Inc.
37 West 43rd Street **New York City**

The Month With the Outboards

(*Continued from page* 188)

In a sixteen-foot Thompson boat powered by an Elto Service Speedster they started out to circle an island in the Maumee River. Twenty-four hours, forty-eight hours, seventy-two, seventy-nine and one-half hours they circled over a six and one-half mile course, never once stopping the motor, while thousands of people watched from the shores. Then they left their course, ran afoul of heavy weed beds, and were forced to stop.

Refuelling was accomplished without much fuss or flurry by simply conveying five gallon cans of gasoline mixture from the refuelling boat to the endurance runners on the end of a stout pole. Between contacts were made, the total amount of fuel used amounting to 94 gallons of gasoline and oil mixture.

It is estimated that the approximate distance covered was about 1500 miles and that the average speed was 20 miles per hour. Gasoline consumption on this basis would run to seventeen miles to the gallon, which would appear reasonable, in view of the fact that the boat, motor, occupants, gasoline and equipment, no doubt totaled between 600 and 700 pounds.

After the run an inspection of the motor revealed no defect nor sign of serious wear. The drivers pronounced it to be in excellent condition and said it was again purring along good as ever.

THE SPORT OF JAZZ KINGS

Mall Hallett, the noted Jazz king of America, is coming back to his love, motor boating. He will drive a Century Kid Racer, powered with a new 20 h.p. Evinrude Speeditwin. This is the same boat that captured five firsts out of six starts last year on Lake Winnipesaukee. Mall Hallett while at Winnipesaukee will race his Evinrude Century job.

SHARKEY TRIES OUTBOARDING

The latest convert of note to the sport of outboard motorboating is Jack Sharkey. Sharkey has just purchased an Evinrude Speeditwin which was ordered shipped to his Chestnut Hill home, according to C. Franklin Onthank, president of the Onthank-Rich Company, New England Evinrude distributors. Evidently Jack became infected with the outboard craze that is now sweeping the country when he watched the Miami speedsters during his training period prior to his fight with Stribling in Florida.

JOHNSON HOLDS MANY RECORDS

In recent figures compiled by The Johnson Motor News, official organ of the Johnson Motor Company, the Johnson Sea Horses have won 285 first places, and 149 second places, in outboard races in every part of the country since January 1, 1928.

"While these figures are not at all complete," says the News, "they represent those on all races reported to us since the first of the year. If it were possible to get complete returns on every regatta—both large and small—in every part of the country, these figures would undoubtedly be increased considerably."

The Johnson publication further states Johnson motors now hold 19 of the 31 existing official American outboard speed records. This is more than half and even more than the total of all records held by the combined competition.

INTRODUCING A NEW COMPANY

Formation of a new boat industry on the banks of the Mississippi has just been announced by J. H. Wright, Sales Manager of the Wright Boat Works, Bellevue, Iowa.

The Rauworth Grand Piano Company of Bellevue has one of the most modern and complete woodworking plants in America and is in a position to turn out boats on a quantity basis with the same quality and finish that have given this company an enviable reputation for their pianos. It is in this plant that the boats are to be produced under the name of the Wright Boat Works.

Mr. Wright has been connected for the past six years with the St. Louis Meramec Canoe Company of Valley Park, Missouri and has a wide experience and extensive knowledge of the industry. They will market the Jollyacht formerly built by the St. Louis Meramec Company with many new and attractive improvements incorporated into its construction. They will also produce a new sixteen-foot family type of boat and probably a fourteen-foot knock-down fishing model fitted and bored for immediate assembly. In the racing class they are producing a new model to be known as the Wright Whirlwind which is a beautiful mahogany craft designed to be one of the fastest and most substantial racing boats afloat. Several other models are also included in their line among which might be mentioned a small 11½-foot Johnson design stepper, a special 17-foot canvas-covered canoe and an improved 12-foot Hunter model.

Advertising index will be found on 3rd last page

The FAYBOW STATIC Model Which Established a Long Distance Record

IN PERFORMANCE...APPEARANCE...and COMFORT these FAYBOW Models Offer ALL that Could Be Desired

The FAYBOW "STATIC"

WINNER of the recent Finger Lakes Outboard Marathon—setting up a long distance record for a 68-mile course. Justifiably classed as "the fastest hydroplane afloat." A seaworthy racing craft that is staunchly built to withstand the terrific strains of exceedingly high speeds. Made in two lengths—13 ft. 9 in. (weight 135 lbs.) and 11 ft. 9 in. (weight 85 lbs.)

The FAYBOW "MIDDY"

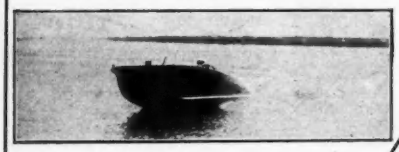
WITHOUT exception, the finest outboard craft built today. Truly named "the aristocrat of outboard craft." Designed and built in the manner of larger and much more costly boats. All mahogany—handsomely finished and fitted. Sturdily built to hold its own—comfortable and dry—in rough water. Capable of 27 mile speed or faster. Quick on the turn-about and economical to operate. Length 16 feet; beam, 52 inches; draft 5 inches.

Write for full information. Ask about our Easy Payment Plan.

FAY & BOWEN ENGINE COMPANY, 104 Lake Street, Geneva, N. Y., U. S. A.

FAYBOW

"CRANDALL CRAFT" RUNABOUT



CRANDALL BOAT CO.
NEWPORT BEACH CALIFORNIA
EAGLE RIVER WISCONSIN

Especially designed for Class D or E outboard motors—Quality construction thruout with the best in fittings and equipment. . . Dealers should write at once to secure benefit of new and limited sales contract for 1930.

Main Plant, General Office and Experimental Laboratory at Newport Beach, Cal.

F.O.B. at either Newport Beach, Cal. or Eagle River, Wis.

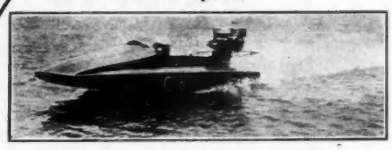
Price $1045.00
19' Model.

Prices
Plywood - - $265.00
Mahogany - - $285.00

F.O.B. at either Newport Beach, Cal. or Eagle River, Wis.

Address All Inquiries to Newport Beach, Cal.

The hull rides without bouncing or galloping, and does not pound in rough water . . . Write for detail description of this racing hull—and why it has made an American record for speed.



"CRANDALL COMET" RACING HULL

Style No. 9

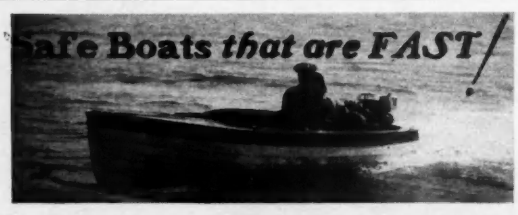
ABSOLUTE SAFETY

Only Kapok filled life preserver used on U. S. transports during World War

You can't sink while wearing a Kapo Coast Guard Jacket—4 times more buoyant than cork, yet soft and yielding to wear. Windproof, warm. Made according to Government specifications and approved U. S. Steamboat Inspector. Worn by Byrd, Chamberlin, and other successful transatlantic fliers. Removable Celbasilk inner padding. Has two pockets.

Specify O. D. or white. One size, easily adjustable from 36" to 44", price $13.00. Catalog free.

KAPO
Products Co.
Dept. M, 76-80 Traverse St., Boston, Mass.



LYMAN Clinker-Built craft have won the plaudits of the boating wise wherever they are in use; for it is a FACT that a LYMAN can go out and give excellent account of itself regardless of weather or sea. The reputation which has been ours throughout half a century is your best insurance that a LYMAN fast outboard or speed tender offers the utmost in speed, service and satisfaction.

We are originators of Clinker-Built Speed Tenders and Fast Outboards!

LYMAN BOAT WORKS
Foot of First Street Sandusky, Ohio

Outboards Thrill Crowds at Red Bank

(*Continued from page* 174)

whice these little craft move and the number which compete, it would seem that the racing rules must soon be amended to place a limit on the number permitted to start in an event.

On the first day of the regatta an event for boats in Class B with drivers in Division II was the second event on the program. In this 21 boats actually completed the race and innumerable other ones were forced out through upsets and mishaps. A driver who distinguished himself in this race was William D. Tuck, who has been driving a Ludington boat during the past six months. He is a long, lean, sun-tanned individual better known as Tuck along the entire coast from Maine to Florida. He showed his ability by warming up his motor without fuss or excitement and took his position on the course to await the starting signal. Due to the speed and his ability to get around the turns he soon crept up to second place and increased his lead so that at the finish he was the winner by a considerable margin. He repeated the same performance in the second heat and returned to shore with the same quiet smile as before the race. In the first heat in this class, his elapsed time was 10:58.58, or a speed of 32.790 m. p. h. While this is considerably under the present record for six miles, the competition was keen and fast and Mercury, Tuck's boat, was hard pressed all the way around the course. He was just able to defeat a Cute Craft driven by A. T. Buffington, the difference between the two boats being about 11 seconds. Flapper II, a Century Cyclone, owned by H. B. Joy, Jr., was the third boat in and was quickly followed by most of the other contestants in a few seconds time. Of the 23 boats which were recorded as having finished, fourteen were powered with Johnson engines, four with Caille engines and four with Lockwood engines.

The second heat was largely a repetition of the first with the exception that several of the drivers were so eager to get going that they crossed the line before the starting gun had been fired and were accordingly disqualified. The positions of the three boats were somewhat different although Mercury, the winner of the first heat, also won this in slightly better time, the speed this time being 33.149 m. p. h. The winner of the second place was a little boat called Ironinboard, driven by Carl Mason of Bristol, Connecticut, and the third boat was Flapper II, driven by H. B. Joy, Jr., of Watch Hill, Rhode Island. All events were in two heats, the winner of the race being determined by the point system and Tuck, with two firsts, was awarded the total of 800, closely followed by Flapper II with 628 points and Pirate Chief, driven by Jack Brockley, being given third place with a total of 450 points. The remainder of the starters were awarded points according to their positions in the first and second heats and the point score rapidly reduced to as little as 25.

The larger and faster boats which competed in Class C, Division II, stirred up more excitement at the start than the smaller boats which preceded them. Again there were 23 boats which finished in both heats although a good many more than this actually started. As before, the mishaps were frequent and the patrol boats spent a busy few minutes getting all of the disabled boats off the course for the next event. As was to be expected a large proportion of Class C Evinrude engines participated in this race of the total to finish. Fourteen were powered with Evinrude engines and one each with Elto, Johnson and Lockwood engines so that competition was limited largely to that of the same engine. The first heat was won by Earl Gresh, who drove his Ludington Lightning with an Evinrude engine to a victory in the first heat at a speed of 35.189 m. p. h. in 10:13.83. The second boat was Woof, driven by W. L. Fismer, but the driver neglected to appear at the registration headquarters to supply the data necessary concerning his boat, engine and other particulars. The committee was accordingly unable to learn where he came from or anything else about him. The third boat was a Baby Whale driven by W. G. Schanz of Lake Hopatcong, whose time was 28 seconds behind the winner. The remainder followed in order until all 23 had finished.

The second heat of this contest did not attract quite as many starters as the first heat since a goodly proportion of those who had turned over previously did not get ready in time and others who were hopelessly out of the runniing decided not to start. Woof, driven by W. L. Fismer, proved to be the winner of the second heat and his point score gave him 400 for this victory with 361 for second place in the first heat, a total of 761. The second boat was Miss Glen Cove, driven by J. H. Gregory, and the third was Challenger, driven by F. C. South. The final positions for the entire race awarded the victory to Woof, as mentioned before, Baby Whale, driven by W. C. Schanz of Lake Hopatcong, 613 points, and third, Bossert Pirate Kid, driven by L. Bossert, Jr., of Bayside, Long Island, with a total of 45 points. Those that finished were strung out over a considerable interval and the difference in time between the first and last boats was almost two minutes.

(*Continued on page* 198)

Advertising index will be found on 3rd last page

FIRST over the line
at NEW BEDFORD

To Win is a Habit with BABY WHALE

At New Bedford, Mass., August 5th and 6th, Baby Whales again demonstrated their winning ability with four victories—First in Class A Division I; First in Class B Division I; First in Class C Division II; First in Class D Division II.

A BABY WHALE for Every Purpose

11 ft. BABY WHALE Round Bottom *Mahogany Lap Strake Tender—Seats Six.*

12 ft. BABY WHALE Mahogany *Step Plane—Seats Two.*

13 ft. BABY WHALE Round Bottom *Mahogany Lap Strake Tender—Seats Seven.*

14 ft. BABY WHALE Mahogany *Step Plane—Seats Two.*

14 ft. BABY WHALE *Mahogany Semi-Runabout Type Step Plane—Seats Three.*

15 ft. THE WHALER Round Bottom *Mahogany Lap Strake Family Runabout—Seats Nine.*

Such performance is a habit with Baby Whale mahogany step planes, the most popular of all racing hulls. Baby Whale enjoys a world-wide reputation for being a consistent winner and record maker. In riding comfort, seaworthiness and ease of control Baby Whale leaves nothing to be desired. Its staunch mahogany construction and minimum weight give decided racing advantages to Baby Whale owners. Win with Baby Whale! Order yours today.

Write for illustrated literature

Immediate Delivery Guaranteed

D. N. KELLEY & SON, INC.
FAIRHAVEN, MASSACHUSETTS

New York Distributors:
H. MIKKELSEN
44 Warren Street, New York, N. Y.

The Famous Whaling City BOATS

Advertising index will be found on 3rd last page

SUMMARY OF RESULTS

OUTBOARD EVENTS

Gold Cup Regatta, Red Bank, N. J., August 24-25, 1929

CLASS B, DIVISION II—OUTBOARDS

Two Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	Time 2nd heat	Position
Mercury	Ludington	W. B. Tuck	Johnson	10:58.58	10:51.60	1
Cute Craft	Cute Craft	A. T. Buffinton	Johnson	11:09.64	disqualified	..
Flapper II	Century	H. B. Joy, Jr.	Johnson	11:12.26	11:08.47	2
Pauli's Bullet	Boyd-Martin	G. W. Pauli	Johnson	11:15.32	.....	..
Flying Fish VI	Airships, Inc.	Ted Roberts	Johnson	11:17.09	12:56.99	7
Pirate Chief	Bossert	Jack Brockley	Johnson	11:26.28	11:43.64	3
Tinker Belle	Fred Jacoby	Fred Jacoby	Johnson	11:27.29	disqualified	..
Century Cyclone	Century	Randall Keator	Johnson	11:28.07	D.N.S.	..
Wee Minneford	Hauptner	Ed. Hauptner	Caille	11:39.03	11:31.87	4
Ceestepper IV	Penn Yan	L. J. Preston	Johnson	11:40.45	D.N.S.	..
Stan	R. Davison	H. Stanley	Caille	11:42.27	11:34.66	6
Flatiron	R. W. Porteus	D. Haskins	Lockwood	11:50.14	12:44.59	10
Ironinboard	R. W. Porteus	C. Mason	Lockwood	11:52.57	11:03.94	5
Wilkie's Wasp	H. Wilkinson	J. C. Coleburn	Johnson	11:52.20	D.N.S.	..
Queen B.	George Oakes	Alice Hallowell	Caille	12:00.79	11:50.56	8
Half Pint	George Oakes	P. Guille	Caille	12:09.94	12:31.19	12
Show Me II	Harris	H. Wylie	Johnson	12:26.27	11:52.85	9
Ace High	George Crouch	S. C. Atwell	Johnson	12:34.11	13:08.41	14
Saza	Herbst	R. E. Ross	Lockwood	12:51.81	D.N.S.	..
Bob's Bullet	Boyd-Martin	R. C. Wells	Johnson	12:59.27	12:23.19	13
Sam's Bullet	Boyd-Martin	Samuel Crooks	Lockwood	15:00.81	14:26.02	15
Show Me I	Harris	A. W. Nagill	.....	D.N.S.	Disqualified	..
No Name	Doane	W. Overton	Johnson	D.N.S.	12:00.46	11

Speed best heat, Mercury, 33.149 m.p.h.

HELLER Alcmfwyp

CLASS C, DIVISION 2—OUTBOARDS

Two Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	Time 2nd heat	Position
Lighting	Ludington	Earl Gresh	Evinrude	10:13.83	.....	4
J-54 Woof	W. F. Fismer	.....	.....	10:24.29	10:36.48	1
Baby Whale	Kelly	W. G. Schanz	Evinrude	10:41.84	11.14.15	2
Doane Lock Palm	Doane	L. Gadock	Lockwood	10:45.72	.....	8
Paul Bee	Beckhard	P. B. Sawyer	Evinrude	10:50.57	.....	9
Miss Cuff	Pryible	E. H. Patterson	Evinrude	10:53.48	.....	11
Bronco	Kelly	W. D. Warren	Evinrude	10:53.73	.....	12
Bossert Pirate	Bossert	L. Bossert	Evinrude	11:04.99	11:15.95	3
Skiboat	Skiboat	S. S. Breese	Elto	11:28.09	11:41.84	6
Flowers Falcon	Flower	D. W. Flower	Evinrude	11:28.34	.....	17
No Name	Harper Gilbert	J. P. Peters	Evinrude	11:31.85	.....	18
N-36	No Data	.....	.....	11:42.72	.....	19
Golden M.	Fairchild	S. McLea	Evinrude	11:43.55	.....	20
Thunder	Ludington	W. J. Hewitt	Evinrude	12:07.50	11:48.78	13
Bossert Pirate Kid II	Bossert	W. Peterson	Evinrude	12:20.42	12:02.71	15
Miss Glencove	Bair Edgerton	J. H. Gregory	Evinrude	.....	11:06.12	5
Challenger	Own Make	F. C. South	Evinrude	.....	11:13:74	7
It 2nd	R. Shaffer	R. H. Shaffer	Evinrude	.....	11:25.63	10
Golden Arrow	Own Make	W. O. Davies	Evinrude	.....	11:44.45	14
Ducky II	Boyd Martin	T. M. Schramm	Johnson	.....	11:58.80	16

Also ran in First Heat—Streamline, N-150, Ironing Board, J2, N-1, Aconite, Ja Da and Sam's Bullet.

CLASS D—DIVISION 2, OUTBOARDS

Two Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	Time 2d heat	Position
Ceestepper	Penn Yan	L. E. Preston	Johnson	8:56.10	8:55.05	2
Why Not	Boyd Martin	H. Fraser	Johnson	9:00.35	8:49.69	1
Regina	Boyd Martin	F. Uprichard	Johnson	9:15.06	9:21.33	3
Bob's Bullet	Boyd Martin	R. C. Wells	Johnson	9:26.23	.....	8
Century Cyclone	Century	D. Hundertmark	Johnson	9:30.49	9:11.44	4
Fairchild Aero	Fairchild	J. C. Smith	Johnson	9:31.01	10:17.44	6
Nonsense	Old Town	E. Langdon	Johnson	9:55.52	9:10:12	5
Fairchild Aero	Fairchild	S. Karasz	Johnson	10:02.99	.....	13
Miss Unknown	Non-Capsizable	K. Schenke	Johnson	10:03.74	10:51.94	11
Ducky II	Boyd Martin	W. D. Schramm	Johnson	10:11.60	.....	14
Pigeon	Pigeon	W. J. Snadecki	Johnson	10:21.33	9:53.30	7
Blixten	Ludington	C. A. Hofberg	Johnson	10:22.02	10:39.19	12
Three Star	Pigeon	F. Collier	Johnson	10:28.66	.....	18
No Name	Fay and Bowen	H. G. Schmidt	Johnson	11:01.20	9:42.18	10
Cuban Pirate	Bossert	J. Kerr	Johnson	11:06.82	9.35.74	9
Ceestepper IV	Penn Yan	L. J. Preston	Johnson	11:08.14	.....	20
Bella Donna	Debasco	K. Love	Johnson	11:14.18	11:39.28	16
Del Mar	Fairchild	R. E. Wagner	Johnson	11:26.60	.....	
Westover	Pigeon	J. B. Day	Johnson	11:27.56	.....	
C. P. Irwin II	Kelley	K. Panacci	Johnson	12:08.20	.....	

Speed best heat, Why Not, 40.778 m.p.h.

Also ran Nameless, N 339, Okay II, Hi-Hat.

(*Continued on page* 198)

Advertising index will be found on 3rd last page

The SportSter

$369

COMPLETE
Less Motor
f.o.b.
Laconia, N. H.

Only LACONIA

Gives You This Great Value

LACONIA'S great shops, vast resources and nearly 100 years' progressive experience in the manufacture of wood and metal products makes it possible for you to enjoy the thrills of outboard motoring in a high-grade five-passenger runabout at an amazingly low price. Laconia pioneered the runabout type hull for outboards one year in advance of other builders. Nothing was spared then in time, money nor materials to make Laconias not only the finest of outboard craft, but the greatest in dollar for dollar value. And, today Laconia continues to give you unmatched value.

Laconia runabouts are not racing hulls, but they are fast and safe. They are better in design, comfort, construction, sea-ability and ease of handling, all of which results in superior performance so pronounced in Laconia runabouts that they warrant your consideration before you buy any other make of boat.

Laconias are available in two models, the five-passenger, sixteen-foot SportSter for motors up to class D and the five-passenger, sixteen-foot Special for the largest and most powerful outboard motors built. You may purchase Laconias on the deferred payment plan. Let us tell you about it.

Write today for illustrated literature

LACONIA CAR COMPANY
LACONIA, NEW HAMPSHIRE

DEALERS!

The Laconia Franchise is available in desirable territories. Laconias are a business builder for aggressive dealers. Write or wire today for our proposition.

The Laconia SportSter is a staunchly constructed and handsomely finished, double cockpit, sixteen-footer. It is equipped with every necessity for comfort and safety.

We Specialize in All Types of Aquaplanes

SKIBOARDS

(Patents Pending)

The outboard-motor-propelled aquaplanes—

AKWA-SKEES

(Patented Oct. 17, 1925)

The sporty self-balancing double aquaplanes—

AQUAPLANES

Scientifically designed, beautifully balanced, for towing—

SURF-BOARDS

Standard type and genuine Waikiki Model—

DOLPH

A game played on Akwa-Skees, Skiboards and Aquaplanes

Interesting Proposition for Outbound Boat and Sporting Goods Dealers

Write for details and discounts.

Speed Model Akwa-Skees

SKIBOARD CORPORATION

72 HUBBARD STREET BROOKLYN, N. Y.

National Distributors of Water Sports Equipment

Stunt Riders and Equipment for Water Sport Acts Supplied for Regattas, Resorts, Exhibitions and Fairs.

Skiboards make thrilling races.

Boyd-Martin

"WHY NOT?"

Winner of Classes D & E at Red Bank New Jersey

Boyd-Martin *side stabilizers* make the "WHY NOT?" seaworthy beyond comparison. Banks and turns are taken with a degree of speed, ease and safety hitherto unknown.

Write for specifications on this and other Boyd-Martin racing and family boats, also for name of the nearest dealer.

BOYD MARTIN BOAT CO.

1068 Lee Street Delphi, Ind.

—BOYD MARTIN—

Summary of Outboard Events

Gold Cup Regatta, Red Bank, N. J.

(*Continued from page* 196)

CLASS E, DIVISION 2—OUTBOARDS

Two Heats, Six Miles Each

Boat	Builder	Driver	Motor	Time 1st heat	Time 2d heat	Position
Why Not	Boyd Martin	H. Fraser	Johnson	9:01.80	8:57.75	1
Ceestepper	Penn Yan	L. E. Preston	Johnson	9:11.46	8:56.95	2
Nonsense	Old Town	E. Langdon	Johnson	9:26.62	.....	..
Ceestepper IV	Penn Yan	L. J. Preston	Johnson	9:30.09	9:29.76	3
Fairchild Aero	Fairchild	J. C. Smith	Johnson	9:57.39	12:16.42	5
Pigeon	Pigeon	W. J. Snadecki	Johnson	10:03.72	13:16.06	7
Nameless	Crouch	G. E. Meech	Johnson	10:09.28	11:59.81	6
Flash By	Ludington	E. Gresh	Johnson	10:37.34	.....	..
Blixten	Ludington	C. A. Hofberg	Johnson	11:39.66	.....	..
I'm Alone	Boyd Martin	E. Widegren	Johnson	11:46.20	9:35.32	4
Syncopation	Penn Yan	J. Allen	Johnson	.....	9:40.47	8
Cuban Pirate	Bossert	J. Kerr	Johnson	.....	10:11.23	9
Miss Zoar	Hooton	P. Prokopy	Elto	.....	11:46.27	10
Okay II	Kelley	J. F. Hitchcock	Evinrude	.....	12:06.36	11
Mullins	Mullins	A. S. Titcomb	Johnson	.....	12:27.59	12

Speed best heat, Ceestepper, 40.227 m.p.h.

Outboards Thrill Crowds at Red Bank

(*Continued from page* 194)

It was not until the second day of racing, that is, on Sunday, when the Class D boats were called upon to perform. These boats in some few instances were the same boats which had been used with the smaller engines previously but in most cases were an entirely different set of boats which were abler and much more substantial to fit the more powerful engines being used with them. An interesting situation resulted in this race. The first heat was won by the Penn Yan Ceestepper, driven by L. E. Preston of Keuka Park, with a Johnson 32. Second boat was Why Not, a Boyd Martin craft, driven by Hilton Fraser of Lake George, with a similar engine. In the second heat the same two boats competed and finished first with the order reversed, that is, Fraser now took first place. According to the point system, each now had 761 points and the resulting tie was awarded to Why Not, since according to the rules his total elapsed time for the two heats was less than that of Ceestepper by 1.11 seconds, which is a very small margin indeed. Had these races been timed by the ordinary stop watch methods in the hands of less expert officials, there probably would not have been the accuracy of time which was available due to the use of the electric timing device operated by Odis F. Porter of Indianapolis, who is an expert in this field. The third boat in the first heat was Regina, driven by F. H. Uprichard of Clifton, N. J., while the second was won by an Old Town hull called Nonsense, driven by E. Langdon of Freeport, Long Island. On points, however, third place was awarded to Regina since that total point score was 580. An interesting battle developed in the first heat for fifth and sixth place. D. M. Hundertmark, Paterson, N .J., had a neck and neck race with J. C. Smith of New York with the result in doubt all the way around the entire three-mile course. It was only at the very last moment

(*Continued on page* 200)

Rajah SPARK PLUG Hood

Prevents Shorts

The new Rajah Bakelite HOOD will prevent water and spray from shorting your spark plugs.

Fits all makes of spark plugs.

Completely shields porcelain, thereby lessening danger of breakage. Easy to install — attached or removed in a second.

Especially made for Outboard Motors and Open Boats.

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BLOOMFIELD, N. J.

Rajah Safety Nipples stretch over the terminal and insulator of any plug, making a watertight job. Also fits new bakelite HOOD.

$98
F. O. B. FACTORY

THE REAL SPORT OF OUTBOARD MOTOR BOATING IS TO BUILD YOUR OWN BOAT

The famous Bossert Pirate Kid may be bought unassembled and built by any amateur—any boy with only ordinary knowledge of every-day tools can build one.

This is the boat that is breaking all records with B, C, and D motors.

World's Champions such as Malcolm Pope, Jack Kerr and many others are now driving Bossert Pirate Kids in all their stunts and races. They know good boats when they see them.

Walter Peterssen built his own boat and has won many big races as well as broken records in time trials in the boat he built himself.

Ask Pop to let you build your own—a lot of fun and you surely will like it much better than if you bought your boat all completed.

Many boys have already built their own Bossert Pirate Kid—A wonderful model.

The price is $98.00 F.O.B. factory and the freight will average less than $5.00 most any place in the U. S. Send in your order now.

You can also earn one of these boats for nothing for after you purchase your boat you are listed with us as an agent and then from every order you get for us you receive a bonus of 10% so you see if you are able to induce only 10 other boys to join you, you get your own boat free.

Write now for order blank and further particulars.

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STEEL Boats Give Years of Trouble-Free Service!

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For the Larger Motors

This Revolutionary Control is already in production for the

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and will soon be available for the Johnson Sea Horse 16 and 32.

USING A NEW PRINCIPLE

This control device completely eliminates the uncertain and crude results inherent with the old style Bowden wire.

It is best suited for the better type of installations in the large runabouts where a quality and permanent control system is desired.

Designed for use with the BRANFORD runabout wheel—it can also be adapted for use with several other makes of the better steerers now used in outboard boats.

The Malleable Iron Fittings Co.
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The E. J. Willis Co., New York—*Eastern Distributors*

Now You Can Own This 20½ Foot OUTBOARD CABIN CRUISER

FOR OUTBOARD MOTOR

And Save $400 to $800 by the Brooks Plan!

This trim Brooks Outboard Cabin Cruiser is 20½ feet overall—has sleeping accommodations, galley, ice box, toilet, extra gas storage—makes 14 miles an hour with Class D Outboard Motor.

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SAGINAW WEST SIDE, MICH.

ACME SPEED BOAT Racing Records

Here are the "wins" within a year:—Class C—Huntington, W. Va., July 4. Free for All—Huntington, W. Va., July 4. Class C—Lake James, Ind., July 29. Free for All—Lake James, Ind., July 29. Class B—Cincinnati, Aug. 4. Thirty-six Mile Marathon—Lake James, Ind., Aug. 26. Class C—Defiance, Ohio, Free for all—Defiance, Ohio. Class C—Hillsdale, Mich., Sept. 9. 100-Mile Marathon—Lake James, Ind., Sept. 16. Class C—Ohio Valley Regatta, Cincinnati, Sept. 22 and 23. Free for All—Cincinnati. Class B—Miami Valley meet, Dayton, Ohio, Sept. 30. Class B, Class C and Free for All—Cincinnati, May 30. Class B, Class B Free for All—Dayton, Ohio, June 9. Class C, Free for All (first C Class to finish) Catawba Cliffs, June 9.

Acmes are consistent winners! If you have the nerve to open 'er up, the Acme will do the rest—and win! Write for recent literature. DEALERS—Keep pace with this zippy sport. Get our proposition.

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—And One Word Is Enough to the Wise—

BALUBRICOTE

THE BOTTOM COAT for FASTER BOATS
Cuts Down Water Resistance! Easy to Apply and Good for a Season!
Recommended by 15 A.P.B.A. Championship Winners
Ask your Dealer for BALUBRICOTE, or Order Direct from Makers—Quart, $2.00
BAHL CHEMICAL CO., 194 Elm St., Fall River, Mass.

Outboards Thrill Crowds at Red Bank

(*Continued from page* 198)

that he was able to crowd his boat ahead a little bit, nosing out Smith by a mere matter of a half second.

The races for Class E were scheduled and according to the rules open to Class D engines and smaller. It happens that only a few Class E engines appeared so that it was in effect another race for Class D boats. By a peculiar circumstance Fraser and Preston were each again successful in winning one of the two heats with his rival placing second to him. As before the result was determined by the least elapsed time and Why Not was again successful in winning this event but the margin was somewhat safer this time since it was 8.86 seconds. The speed and remarkably consistent running of these two racers had the crowd shouting encouragement and standing on their chairs to cheer them on. These two little boats furnished more thrills and excitement for the spectators than the big Gold Cup class of boats and when closely matched boats of this kind run a sharply contested race, it furnishes a spectacle to be remembered. The third boat in the first heat in this class was our friend, Langdon with the Old Town boat, Nonsense, while the second heat was taken by L. J. Preston, brother of the winner, in a similar Penn Yan Ceestepper. He also proved to be the third place winner in both heats on points with a total of 613 to his credit.

It was in this event that two new records in competition for Class E were set up. There had been no previous record for this distance and class and the first heat set a mark of 39.87 m. p. h., which stood to the credit of H. Fraser, driver of Why Not. One hour later he broke his own record by raising it to 40.167 m. p. h. and this was further broken by the winner of the second heat, who turned in a mark of 40.227 m. p. h., which now stands as the six-mile record for Class E. Somehow, the smaller classes were able to develop the high speeds which have been recorded elsewhere and this shows the difficulty which will be encountered from now on in attempting to raise these records which were practically at the top positions.

Summaries for the outboard events at the Gold Cup Regatta will be found on pages 196 and 198.

Summaries for other events at the Gold Cup Regatta will be found on page 100.

The Etiquette of Outboarding

(*Continued from page* 176)

let them try their hand. If that fails call in the local police, and even though it may cost someone you know, a fine and the loss of boating privileges, it will be better so. For only with proper co-operation can the public hope to continue to enjoy the sport of outboard boating."

Strict adherence to the spirit and letter in the above will do much toward putting an end to the adverse legislation that is being presented all over the country. It will make for increased safety in Outboard Motoring, it will obtain co-operation for you from authorities who heretofore have ignored this sport, and will preserve the sport for the 350,000 outboard owners in this country.

As a member of this fast growing fraternity you are pledged to advance this great sport. Let us make our pledge good.

A Compass in the Outboard

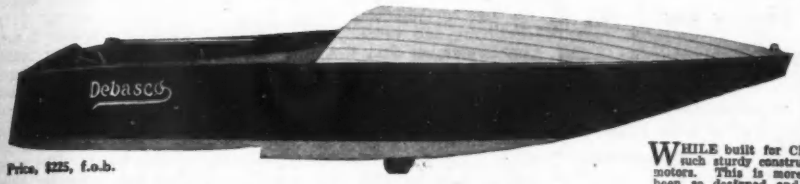
(*Continued from page* 180)

lines—except that I am using round elastic instead of the square variety. The former does not kink so easily and is easier to thread evenly through the holes.

I have never tried out a racing hull with a compass fitted in it, but from my own experience think that a similar device to this should be quite suitable. Naturally enough the movement in a lightly built racing hull would be very much more than in my heavily laden Stormcock, for example, but the buffer and suspension device should take up a certain amount of vibration and movement and give the cord a chance of steadying down a bit.

The question of location in a racing craft is also very important. The driver will naturally want the compass right under his eyes all the time so that he can constantly watch it; he must not forget, however, that the decrease in weight of the main fuel tank, or any change of his own position, will alter the trim of his craft, so that if he wishes to maintain good trim, and thus keep up a good speed, he should make some allowance by having the compass in such a position that he can watch it comfortably from wherever he sits.

DEBASCO JUNIOR — *New Class B Racer*



Price, $225, f.o.b.

Length, 19 ft.; Beam, 48 in.; Weight, 115 lbs.; Transom, one-piece Philippine Mahogany. Sides, one-piece Philippine Mahogany. Bottom, Philippine Mahogany—battened. Frames, spruce. Decking, highest grade blue and gold Fabrikoid. Fastenings, copper rivets, brass screws, brass rods, and mahogany knees. Finished with several coats of Valspar Varnish.

Companion Boat to the Famous DEBASCO CHAMPION

WHILE built for Class B racing the DEBASCO JUNIOR is of such sturdy construction that it will carry with ease the larger motors. This is more than a one season boat. The bottom has been so designed and the step so arranged that the boat planes with ease and while planing only a very small portion of the bottom is in the water, eliminating resistance. We predict new records with this boat.

Write today for full particulars and ask about our Easy Time Payment Plan.

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Seven American Motor Boat Records

Held by Five

ASHBRIDGE K.D. FLYERS

Wildfire Champion C Boat, Speed 41.07—Assembled and Driven by R. Allen Smith, Shreveport, La.

The Flyers iron out rough water with perfect ease.

"Zip" Class C Flyer, Driven by Hap Hazard, Wins Southern Calif. Championship at Santa Barbara

Miss 233 Wins Class "D" Labor Day at Lake Elsinore, Calif.

Class B—72 lbs., 11'9" x 44" Class C—79 lbs., 11'9" x 47"
Class D—95 lbs., 11'9" x 50"

FINISHED BOATS $150.00

—or why not assemble this Speedy craft? You save freight. Knock-down $98.50. Partially assembled $72.50. All materials same as factory built and complete instructions furnished. Buy direct from factory. Greatest value ever offered. Full size paper patterns of each model $10.00.

We have no racing drivers nor promote any boats or engines.

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Most speed per H.P.

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Complete Descriptions on Request

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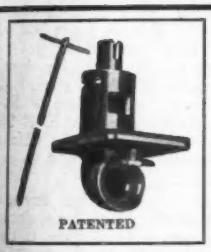

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For Class I and Outboard Boats
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We save you money. Write for catalog showing prices and be convinced. We specialize in repairing propellers.

Racing Propellers for Outboards

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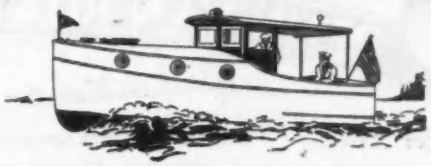
Never Before Such a Small Cruiser Like This



Built for the Man Who Wants Outboard Cost of Operation

—plus the refinements and equipment of the average 30-footer. A large 4-cyl. outboard motor (entirely concealed) delivers 13-15 m.p.h.

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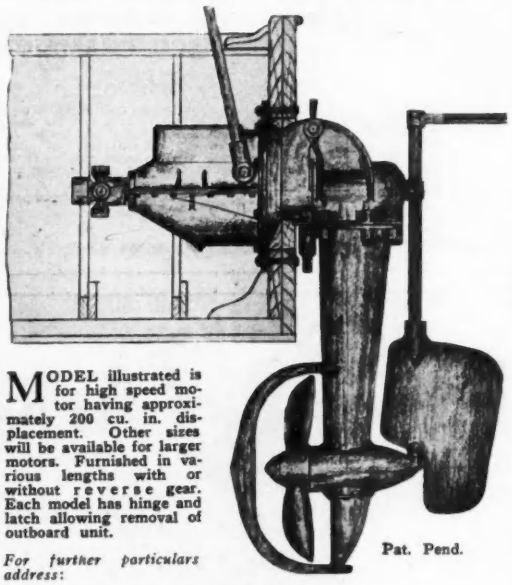
THE ROCHESTER "21"

Linthwaite Inboardoutboard Power Unit with Reverse Gear for High Speed and Heavy Duty



MODEL illustrated is for high speed motor having approximately 200 cu. in. displacement. Other sizes will be available for larger motors. Furnished in various lengths with or without reverse gear. Each model has hinge and latch allowing removal of outboard unit.

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HERBST BOATS WIN

First Honors at New England Championships

HERBST Class B Racing Hull took first honors in the Class B, Division I, five-mile race at Wollaston, Mass., September 7th, with the flashing speed of 34.09 m.p.h. Each month the Herbst list of records and wins grows with convincing proof of Herbst superiority. Write today for illustrated literature on Herbst racing hulls and family runabouts.

Attractive Deferred Payment Plan

HERBST BOAT WORKS, INC.
WILMINGTON, NORTH CAROLINA

PENN YAN BOATS

Water Thrills

Speed and pleasure—and a set of thrills entirely different from anything you have ever had on land—these are yours with an outboard boat!

For 20 years, Penn Yan has been building these things into its boats—"WATER THRILLS," the new 1929 48-page color Catalog will show the whole group, and a great variety of other small boats. It's a boat book you'll surely want. A copy is your for the asking. Write for it today!

PENN YAN BOAT CO., Inc.
15 Water Street - Penn Yan, New York

NEW ENGLAND CHAMPIONSHIP RESULTS

WOLLASTON, MASS., SEPTEMBER 7-8, 1929

Class A, Division 1, five-mile race, three heats; winner in this event—first, Mrs. T. Frank Hickey; second, Jame Sullivan, and third, C. M. Harris. Class A, Division 2, race on September 7th, the first place was taken by Arthur Suther land driving a Cute Craft boat and Lockwood Ace. Second place, J. E. Wilkinson, driving a Herbst boat and a Lockwood Ace. Third place was taken by Carl Mason, driving a Porteu boat and a Lockwood Ace. Fourth was taken by Douglas Haskins, driving a Porteus boat and a Lockwood Ace, and fifth was taken by Al Buffington, driving a Cute Craft. The fastest time made in this race was 23.81 miles per hour by Arthur Sutherland.

In the first division, Mrs. Hickey drove a Porteus with a Lockwood Ace; Sullivan drove a Herbst boat and a Lockwood Ace, and Harris drove a Herbst boat with a Lockwood Ace. The fastest time in this class was 18.46 miles per hour, made by Sullivan.

In Class B, Division 1, first place was taken by E. R. Doherty, Herbst boat and Johnson motor. Second place, E. R. Thomas, Cute Craft boat and a Johnson motor. Third place, H. C. Bowen, driving a Cute Craft and a Johnson motor. Fourth place, Mrs. T. Frank Hickey, driving a Baby Whale and a Johnson motor. Fifth place, Norman Hallett, driving a Baby Whale and a Johnson motor. Sixth place, James Sullivan, driving a Herbst boat and a Lockwood motor. Seventh place, Betty Wallace, driving a Baby Whale and a Johnson motor. Eighth place, Howard Fuller. The best time made in this class was 34.09 miles per hour.

In Class B, Division 2, first place, A. T. Buffinton, driving a Cute Craft and Johnson motor. Second place, Marshall Eldredge, driving a Baby Whale and a Johnson motor. Third, Carl Mason, driving a Lockwood motor and a Porteus boat. Fourth, Douglas Haskins, driving a Porteus boat and a Lockwood motor. Fifth place, I. W. Dillon, driving a Silver Streak and a LoLckwood motor. Sixth, Russell Stearns, driving a Baby Whale and a Johnson motor. Seventh, J. E. Wilkinson, driving a Herbst and a Lockwood motor. Eighth, Frank Myers, driving a Baby Whale and a Johnson motor. The fastest time in this class was 33.645 miles per hour.

Class C, Division 1, started off the day on September 8th and the water was simply terrible—blowing and rough. However, the event was won by H. Miner, driving a home-made boat and an Evinrude motor. Second, Philip Emerson, driving a Petite Comet and an Evinrude motor. Third place, H. B. Joy, driving a Century Cyclone and an Evinrude motor. Fourth place, P. H. Baylies. Fifth place, Geoffrey L. Moore; sixth place, F. Riconi; seventh place, Mrs. T. Frank Hickey; eighth, E. R. Doherty; nine place, Millard Jackson, driving his Lake Elsinore boat and Evinrude motor—the one that did so well up at Colbseecontee; tenth place, Norman Baxter.

The C, 2, race, first place to Marshall Eldredge, driving a Johnson Class B motor. Second place, N. MacKenzie, driving a Bicknell boat and an Evinrude motor. Third place, C. Clement, driving an Evinrude motor. Fourth place went to a Pigeon boat; fifth place, J. E. Wilkinson with a Herbst boat; sixth place went to G. L. Moore's boat in tie with E. R. Doherty driving a Herbst boat. Seventh place went to Douglas Haskins driving a Hooton boat.

The D, 2, race, first place went to Marshall Eldredge, driving a Baby Whale and Johnson 32. Second place, Russell Stearns with a Baby Whale and Johnson motor. Third place, Frank Myers, driving a Baby Whale and a Johnson. Fourth, A. T. Buffinton, driving a Cute Craft and a Johnson motor, and fifth place was not taken, as the participant withdrew with engine trouble. This boat was that of W. R. McAdams. In this event, Malcolm Pope was disqualified in the first heat for going over the line ahead of the gun, along with McAdams, who drove a Pigeon boat, and Frank Blaney, who was the third one over the line ahead of the gun, although he turned and recrossed the line, capsized at the second turn and hence was eliminated. Thus, three drivers were disqualified for crossing the line ahead of the gun, this disqualification being, of course, only for the one heat, but they apparently took it as final.

The final race of the day was the Grand-Free-for-All, fifteen mile race, which started at 5:15 p. m., with very good water conditions, but with atmospheric conditions that were terrible, namely, a driving rain. This was won by Marshall Eldredge; second, A. T. Buffinton; third, Russell Stearns. Eldredge was driving a Baby Whale with a Johnson motor, Buffinton driving a Cute Craft with Johnson motor, and Russell Stearns with a Baby Whale and Johnson motor. Fourth, Commodore Maddocks, Penn Yan and Johnson motor; fifth, Frank Myers, Baby Whale and Johnson motor; sixth, Griffin, driving a Pigeon boat and Johnson motor.

Advertising index will be found on 3rd last page

The
Outboard Motor Boat Book

MoToR BoatinG's
IDEAL SERIES—VOL. X

Plans, Specifications and Building Instructions for Over 30 Craft of Various Types and Sizes Suitable for Powering with Outboard Motors

THIS is the book which everyone has been waiting for. The scope of the craft, plans, specifications and building instructions which are printed in this volume, is very broad. Everything is included from the smallest rowing dinghy suitable for a Class A Outboard Motor up to the fastest Class C racing hydroplanes. Plans of some of the outboard racing boats which have established world's records are included. All of the boats are easy for the amateur or novice to build. If you wish to use the boat on the seaboard or inland waters or on some lake or smaller body of water you will find a design which is suitable. If you are partial to sail and use the outboard as an auxiliary to get home with should the wind fail, you will find a number of designs of these boats, too. The plans and designs are particularly clear and easy to understand and no previous knowledge of boat building is necessary to turn out a successful boat. You should not fail to have a copy of this book.

A complete summary of the contents of Volume X follows:

Contents of

THE OUTBOARD MOTOR BOAT BOOK

Skipper, 8-Foot Pram Type Outboard Boat
Baby Stepper, 14-Foot Class C Racing Hydroplane
Apple Sauce, 10-Foot Racing Hydroplane
Toto, 16-Foot Stepless Outboard Boat
Jazz Bug, 12-Foot Hydroplane
Pirate, a 39-inch Model Sloop
A 12-Foot Dinghy
Buster, 12-Foot Sailing Dinghy
Smarty, 14-Foot Outboard Sailing Utility Boat
Jan, 9-Foot by 3-Foot Sailing and Outboard Boat
Snapper, 12-Foot Round Bottom Sailing Dinghy
Whiz, 13'6" Hydroplane
Sue, 15-Foot Motor Skiff
Whiz, 16-Foot Baby Buzz Outboard Speedster
Transco, 18-Foot Outboard Runabout
Sharpie, 9-Foot Flat Bottom Dinghy
Kingfisher, 14-Foot Fishing Skiff
Canvasback, Outboard Canoe
Gannet, 12-Foot Sailing Skiff
Green Diamond, 12-Foot Outboard Hydroplane
Nonpareil, 14-Foot Outboard Cruiser
Sea Shell, 17-Foot Service Boat
Marybelle, 14-Foot Runabout
Flattie, 16-Foot Utility Boat
Edith, 15-Foot Vee Bottom Boat
A 10-Foot Scow Type Boat
Rinky-Dink, Seven Feet of Boat
Handy-Andy, an 8-Foot Sailing Dinghy
Carryme, a Utility Dink
Takapart, a Folding Punt
Anabelle, The Dink for Aragon II
Nymph, a 10-Foot Sailing Dinghy
Dancer, a 12-Foot Dink
Scandal, 14-Foot Outboard Motored Boat
Pixie, a V-Bottom Row Boat
Gozo, 16-Foot Auxiliary Sloop

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ATTENTION-OUTBOARD-DEALERS

HERE ARE THE FACTS

The Ludington Racing Boats, the "Lightning" and "Flash", in 1929 won victory after victory—

Jake Dunnell won the famous Albany, N. Y. Classic—

Several new American Records were established—

Over 150 1st places, from January to September 8th, are already in the bag—

The improved five passenger Family Boat, the Ludington "Buccaneer", is unsurpassed in beauty, strength, seaworthiness, fittings and equipment.

New Plans for 1930

Ludington Boats have created a demand that can be answered only through new merchandising plans. In a little over a year Ludington Boats have jumped well into the lead. Always in step with changing conditions, assuring Ludington Dealers of a line of boats to meet every requirement of motor and speed, the Boat Division of Ludington Aircraft, Inc. is looking to 1930 as a year of unusual success.

Selected Dealers Will Be Required

Although the actual details of our 1930 Sales Plan and dealer franchise are not yet ready for publication, territories and dealerships are now being arranged by personal interviews with special Ludington representatives.

(Write today on your letterhead for advance information on our 1930 Dealer Plan, stating what lines you are now handling.)

LUDINGTON

LUDINGTON AIRCRAFT, Inc.
HYDRO DIVISION

808 Atlantic Bldg. Philadelphia, Pa.

Advertising index will be found on 3rd last page

Another New Book

How to Build Thirty-Five Modern Motor Boats

Containing Plans, Blue Prints and Building Instructions for Thirty-Five Serviceable Craft of Between Ten and Forty-Two Feet in Length.

Prepared by Famous Designers

Ready in November

Volume XII MoToR BoatinG's Ideal Series

This is the book you have been waiting for. Plans and blue prints of nearly every type and size of craft are included,—dinghies, outboards, racing hydroplanes, shallow draft runabouts, sailing canoes, cat boats, sloops, auxiliaries, cruisers of various sizes and types, outboard cruisers, fishing boats, house boats, etc., etc.

A complete list of the contents follows:

CONTENTS OF THE NEW BOOK

Serviceable Small Boat—9'9"
Chunky—10'6"—Sailing Dinghy
Flash—11' Outboard Hydroplane
Big Stepper—12½'—Racing Hydroplane
Gull—16'—Runabout
Skeeter—16'—Shallow Draft Runabout
Baby Buzz—16'—Outboard Runabout
Rocket—16½'—151 Hydroplane
Skinney—17'—Sailing Canoe
Sloop—17'—Sloop
Happy—18'—Outboard Auxiliary
Dragon Fly—18½'—Outboard Engine Cruiser
Speculation—19'—Cat Rig Class Racer
Rampant—22'—Runabout
Sandpiper—22'—Shallow Draft Runabout
Shark—23'—Runabout
Galilee—24'—Runabout
Compact—25'—Outboard Cruiser
Agua Carreta—25'—Sedan Cruiser
Sturdy—25'—Utility Boat
Eric Jr.—25'—Auxiliary
Ripalong—26'—Fisherman
Midge—26'—Motor Sailer
Porgy—26'—Vee Bottom Auxiliary Ketch
Ethel—27'—Trunk Cabin Cruiser
Benbow—28'—Auxiliary
Turtle—28'—Shallow Draft Cruiser
Janet—30'—Double Cabin Cruiser
Fantasy—30'—Fifty-Fifty Cruiser
Broadbill—36'—Sword Fisherman
Comfort—36'—Scow House Boat
Duetto—36'—Twin Screw Cruiser
Baby Betty II—42'—Vee Bottom Cruiser
How to Make an Outboard Jump

Price of New Book—How to Build Thirty-Five Modern Motor Boats $3.00

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Price of any six books of the Ideal Series, ordered together is	12.00
Price of all twelve books of the Ideal Series, ordered together is	23.00

Yard and Shop

(*Continued from page* 160)

A.P.B.A. ANNUAL MEETING

President Frederick R. Still has called the annual meeting of the American Power Boat Association for Thursday, October 24, at 2 p. m., at the Hotel Roosevelt in New York City. The routine business of the association must be transacted, including reports of officers and committees, and the election of officers. It is earnestly requested by President Still that each and every member club send its quota of delegates to the meeting, every club being limited to one delegate for each one hundred members or fraction thereof as this is the ratio on which dues are paid. Below for the information of the various clubs are the several meetings which precede the annual meeting.

Cruiser Handicap Board will meet Monday, October 21, at the Columbia Yacht Club on Riverside Drive, at 8 p. m.

Outboard Division A.P.B.A., will meet Tuesday, October 2, at the Columbia Yacht Club on Riverside Drive, at 8 p. m.

Gold Cup Contest Board of the A.P.B.A., will meet Wednesday, October 23. Time and location of meeting to be announced later.

Council of the A.P.B.A., will meet Thursday, October 24, at 10 a. m. at the Hotel Roosevelt.

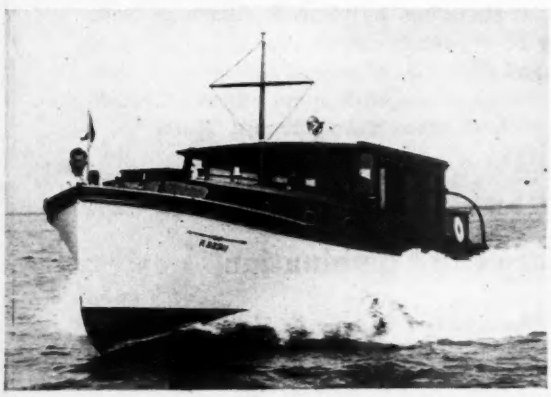
Thirty six-foot double cabin Wheeler Playmate, Sterling Petrel engine

1930 SEA SKIFF LINE ANNOUNCED

A new series of Playmate Sea Skiffs and Cruisers for 1930 has just been announced by the Wheeler Shipyard of Brooklyn, N. Y. It includes five different sizes, namely, 26, 29, 33, 36 and 40 feet and, in accordance with their regular practice, they will have three different cabin arrangements available for each model so that purchasers have a variety of accommodations to select from, which in effect gives them one of the advantages of a custom built boat in a standardized hull. The Wheeler policy of sturdy construction will be continued in all models, tanks are to be built of heavy copper and all fittings of tough bronze, most of which will be specially designed and constructed in their own plant.

As usual, the power plant supplied will be optional although for the larger boats they contemplate the use of single and twin screw Sterling Petrels, Chryslers, and Kermaths. At the present time the Wheeler Company is also working on some special designs which will adapt their standard hull to year 'round use in Florida fishing service.

A Sales and Service Department will be maintained in Miami, Florida, after October 15th by Couzens & Daly, 29 Hotel McAllister Arcade.



Thirty six foot Wheeler Playmate Combination sedan type Sterling engine

HACKERCRAFT WINS CATALINA RACE

One of the events celebrating the opening of the yachting season by the Newport Harbor Yacht Club was the 30-mile open ocean race for runabouts, held on Sunday, July 28.

This course started from a line off the Newport Pier, around a skiff anchored off Sugar Loaf at Avalon, and back to the stating line, a distance of some 30 miles. Back yonder, where most of us came from, speed boat races are held in smooth water, and the average race is a regular pink tea performance.

Before the start, this race created a lot of interest among the owners of fast runabouts, each of whom had the fastest boat, and was just waiting for a chance to prove it; when they found out the race was a free-for-all and the fastest and most

Leigh Garnsey's Malolo, winner of the 30-mile runabout event at Catalina, is a 26-foot Kermath-powered Hackercraft

reliable boat would win it, a lot of these speed merchants got cold feet and when the morning of the race rolled around and they found a stiff sea running, the breeze blowing stronger every minute, with a foggy overcast sky that meant that the drivers would have to steer a compass course, a lot of other drivers had important engagements, engine trouble, and other alibis, so that at 9 o'clock, only two boats showed up at the starting line—Mrs. Black's Chris-Craft El Marpelo, powered with a 200 h. p. Kermath motor, and Leigh Garnsey's Malolo, a 26-foot Hackercraft, which was also powered with a 200 h. p. Kermath, and a lot of the wise ones immediately realized that here was a duel between two very evenly matched boats.

There were no other boats fast enough to keep them company, so no one knows exactly what transpired during the race except that Malolo's time was 1 hour 50 minutes, and she finished approximately 2 minutes ahead of El Marpelo, although the exact time in seconds could not be ascertained as there was some difference between stop watches. From the way the race started and finished, it was evident that Mr. Garnsey's craft ran just fast enough to win the race, and probably had a little more speed in reserve.

Chris-Craft committee boat at the Gold Regatta. Several similar boats were used in this service

WRIGHT ADOPTS NEW NAMES

The Wright Aeronautical Corporation of Paterson, New Jersey, finding that the original names of its various engine models, the Whirlwind-Five, Whirlwind-Seven and Whirlwind-Nine, applied to their J-6 series engines, have been succeeded by the more popular designations Whirlwind-165, Whirlwind-225, and Whirlwind-300, has decided to change the names of these models permanently to correspond with the names which are in general use.

These names refer to the horsepower of the various engines and it is for the purpose of avoiding misunderstandings that the Wright Company has now decided to adopt them for official use. The Whirlwind J-5 model will continue to be known by that model number.

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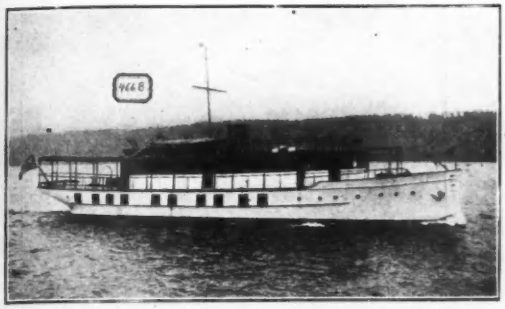
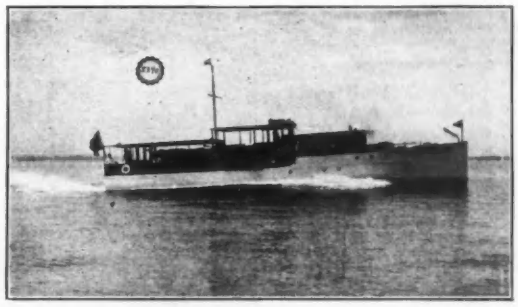
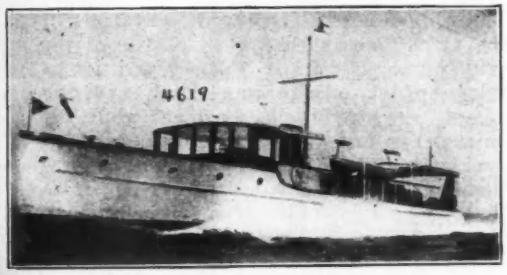


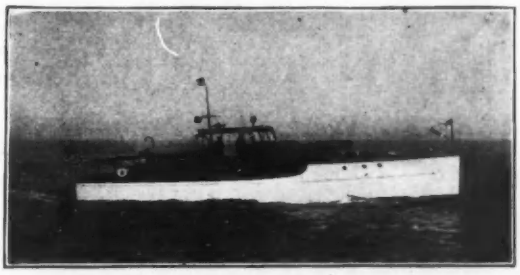
No. 4668—FOR SALE—Modern Twin-screw cruising power houseboat designed by us and built by Lawley in 1925. Length overall 95', beam 20', draft 4'6". Two 6 cylinder 125 H.P. Winton gasoline engines. Exceptionally roomy accommodations consisting of five staterooms, three baths in addition to a continuous deckhouse containing dining saloon, pantry and living room. Unusually large deckspace. Has inside passageway from dining saloon to living room. Attractively fitted and furnished. Offered account recent death of Owner. Price and further particulars from Cox & Stevens, Inc., 521 Fifth Ave., New York City.



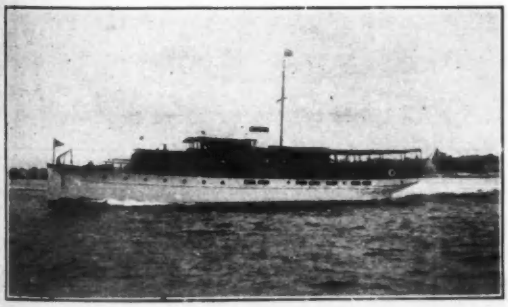
No. 5390—FOR SALE—Recently built fast Twin-screw 80-ft. power yacht; speed up to 21 miles; 2 six cylinder 350 H.P. Winton motors. Accommodations consist of large dining saloon in sunken deckhouse forward; below aft are two large double staterooms, shower bath and two toilets. Exceptionally roomy bridge and after deck both protected by windshields. All modern improvements, including Frigidaire ice machine. Opportunity to purchase at attractive figures. Further particulars from Cox & Stevens, Inc., 521 Fifth Ave., New York City.



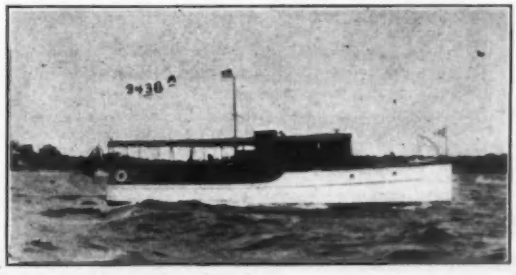
No. 4619—FOR SALE—Unusually fast and attractive 62-foot express cruiser. Would make ideal commuter. Large after cockpit. 2 double staterooms, 1 bath and 2 toilet rooms. Two 300 H.P., 8 cylinder Sterling Dolphin engines. Speed 25-30 miles. In commission. Price and further particulars apply to Cox & Stevens, Inc., 521 Fifth Ave., New York City.



No. 5426—FOR SALE—Fast 65-foot twin screw power yacht, built from our designs 1928. Two 6-cylinder 180 H.P. Winton gasoline motors; speed up to 23 miles. Large deckhouse containing combination lounging and dining saloon; double stateroom; shower-bath and two toilets. Beautifully finished and furnished. Price and further particulars from Cox & Stevens, Inc., 521—5th Ave., New York, N. Y.



No. 5332—FOR SALE—Modern 85' cruising power yacht, new 1927. Two 6 cylinder 100 H.P. Twentieth Century engines. Speed 13-14 miles. 2 double, 2 single staterooms, 2 baths and toilet rooms. Deckhouse contains dining saloon and living room. Spacious after deck 24' long. Opportunity to purchase a comparatively new boat at a very reasonable figure. Quick action necessary. Cox & Stevens, Inc., 521 Fifth Ave., New York City.



No. 3438—FOR SALE—Bridge deck cruiser 52' x 11' x 3'; Speedway powered to cruise at 14 miles. Owner's accommodations include two double staterooms and two toilet rooms. Sitting room in deckhouse. A splendid boat for North and South cruising. For further particulars inquire of Cox & Stevens, Inc., 521—5th Ave., New York, N. Y.

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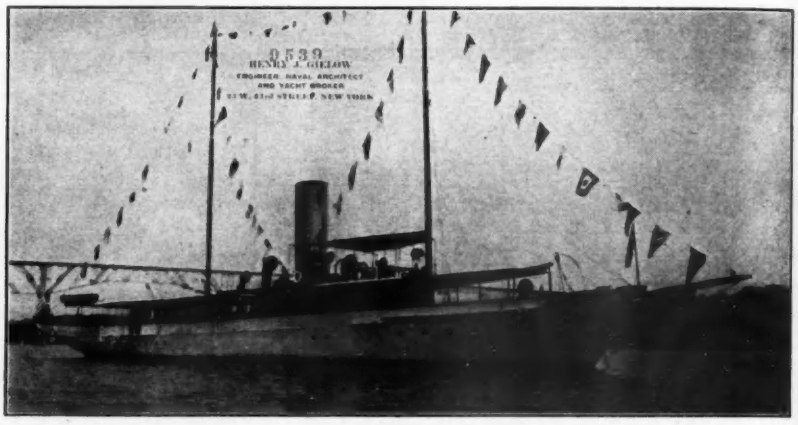
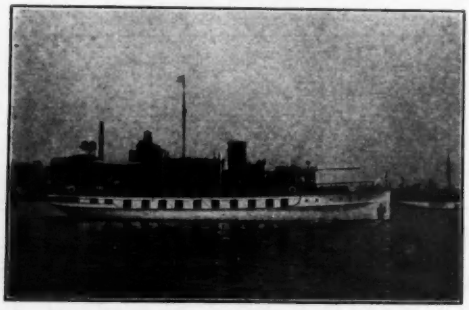


GREAT BARGAIN

Oil Burning Steam Yacht

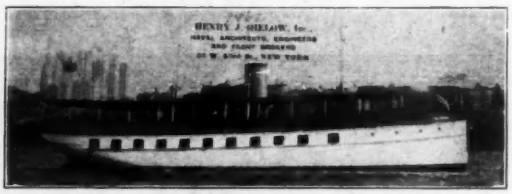
Single screw, length 175 feet, speed 12-14 knots. Deck dining and social salons. Two double, two single staterooms, two baths. In commission but owner definitely decides sell rather than lay up.

For Sale or Charter

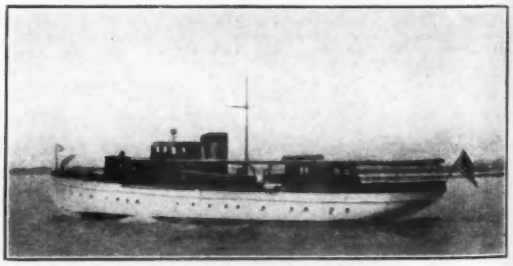


TWIN SCREW CRUISER HOUSEBOAT. Length 96 ft., 6 in. Cruising speed 13 miles. Splendid for Florida or northern waters and a very able sea boat.

What type of boat are you looking for? Those on this page represent but a few of the many yachts that we have listed for sale and for charter. This organization is prepared not only to supply you with the vessel which will exactly meet your requirements but will also arrange for all necessary details pertaining to its operation. Tell us of your desires. It is certain that we can be of material assistance to you.



No. 9962—Opportunity to purchase at a reasonable price 88-foot twin-screw houseboat, best seaboat in any class, finest condition. Four staterooms, sleep seven, three baths. Speed 11 miles. Complete, attractively furnished.



FOR SALE—No. 10507—Desirable 98' twin screw diesel yacht built 1928. Speed 14-16 miles. Large deck dining saloon. Large after deck with deck shelter. Two double and one single stateroom, bathroom and extra toilet room. Heavy construction and fine seaboat.

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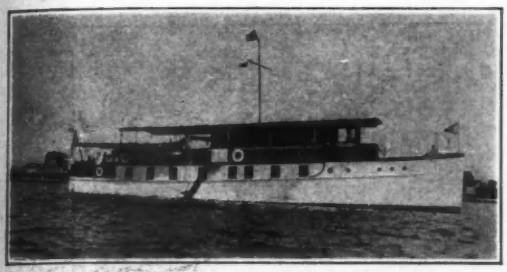
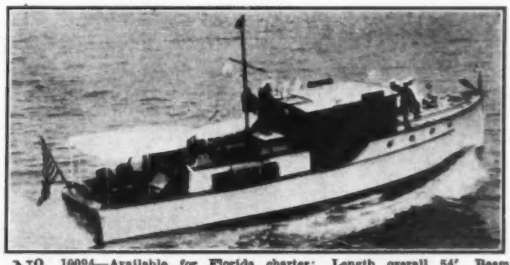
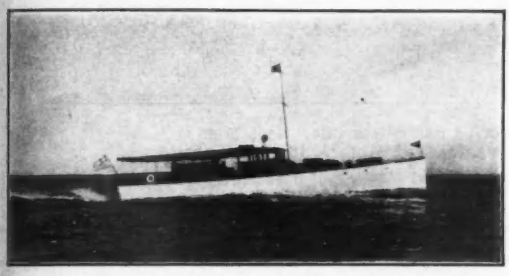


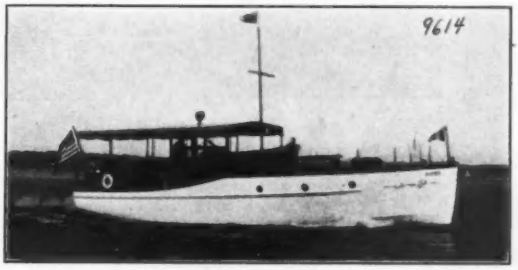
NO. 1856—FOR SALE—A comfortable Twin Screw Cruiser of the houseboat type. L. o.a. 78', Beam 15'3", Draft 4'6". Admirably suited to cruising in Florida. Powered with 2 Speedway Motors, 115 H.P. ea. For full particulars, apply to Tams & King, 250 Park Ave., New York.



NO. 10094—Available for Florida charter: Length overall 54', Beam 12', Draft 3'. Designed and built by New York Yacht Launch & Engine Co. 1929. An attractive modern cruiser with a speed of 15 miles per hour. For full particulars, apply to Tams & King, 250 Park Ave., New York.



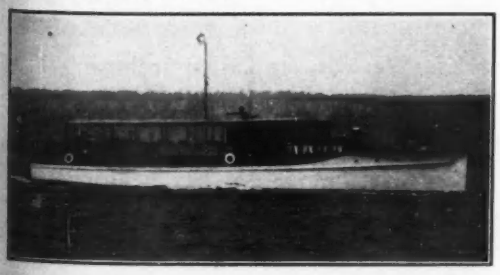
NO. 9969—This attractive boat for sale: Length overall 65'5", Beam 13'7", Draft 3'9". Designed and built by Luders Marine Construction Co. and powered with two Winton gasolene motors. For full particulars, apply to Tams & King, 250 Park Ave., New York.



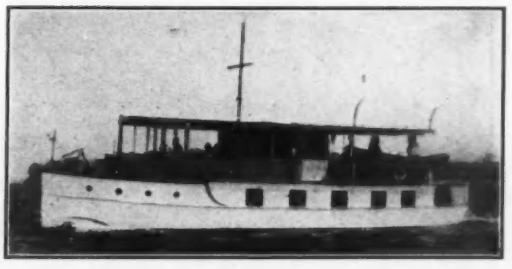
NO. 9614—This Attractive Cruiser for Sale—L. o.a. 38 feet, Beam 10', Draft 3'6", built in 1923. Powered with Kermath motors. For full particulars, apply to Tams & King, 250 Park Ave., New York.

NO. 8286—FOR SALE—Length overall 78' x 13', Beam x 3'3", Draft. Designed and built by Consolidated Ship Bldg. Corp. Speed 18-20 miles per hour. This yacht has proved very successful both in Northern and Florida waters. For full particulars, apply to Tams & King, 250 Park Ave., New York.

NO. 10039—FOR SALE—One of the new 30 mile per hour Chris Craft Express Cruisers. Available at an attractive price as owner has purchased a larger boat. For full particulars, apply to Tams & King, 250 Park Ave., New York.



NO. 7107—FOR SALE—Length overall 81', Beam 14', Draft 3'6", designed by John Alden and built by Pendleton. Powered with two 300 h.p. Speedway motors. For full particulars, apply to Tams & King, 250 Park Ave., New York.



NO. 1825—FOR SALE or CHARTER—One of the popular Mathis 52' Houseboats, repowered 1928 with 2 Lathrop motors. Available at present time on Chesapeake Bay and later in Florida. For full particulars, apply to Tams & King, 250 Park Ave., New York.

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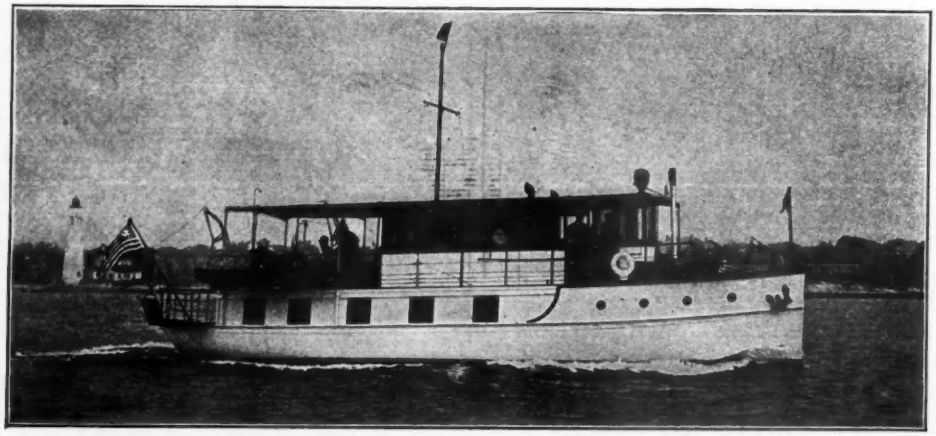
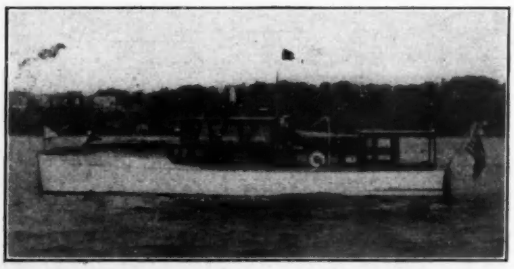
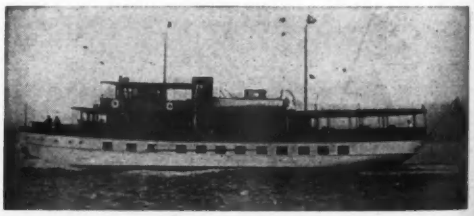


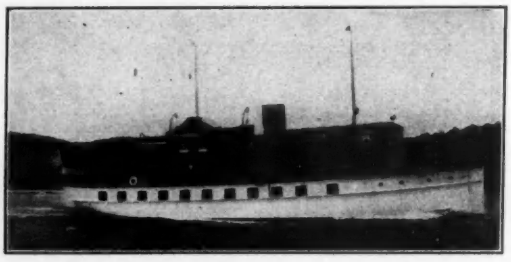
52-Foot Mathis Houseboat is offered to you for immediate sale. This boat is in excellent condition and is powered with a Standard Motor. It has a lighting plant, hot and cold water supply and hot water heating plant. There is also a piano on board. William M. Eldridge, Inc., 347 Madison Ave., New York City, N. Y.



No. 1083—45-Foot Express Cruiser available for sale or charter. Cruising speed 25 miles an hour. Exceptional condition. William M. Eldridge, Inc., 347 Madison Ave., New York City, N. Y.



No. 2016—Twin screw Winton powered houseboat for sale or charter. Perfect condition. William M. Eldridge, Inc., 347 Madison Ave., New York City, N. Y.



No. 2048—87-Foot cruising houseboat. Owner will charter same from October to May at ridiculously low figures. William M. Eldridge, Inc., 347 Madison Ave., New York City, N. Y.

If you contemplate purchasing or disposing of a yacht of the better sort our organization is fitted to meet your requirements.

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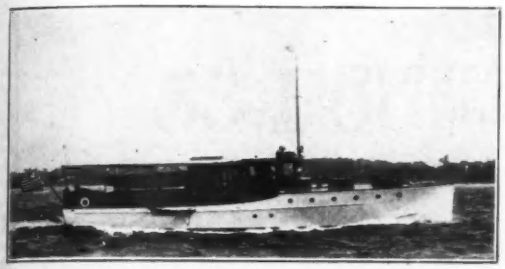
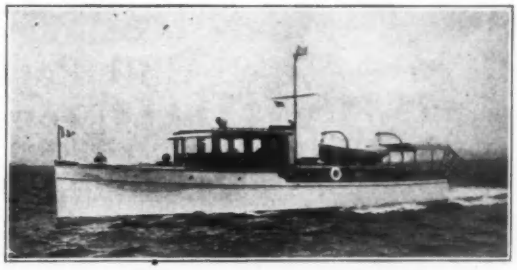
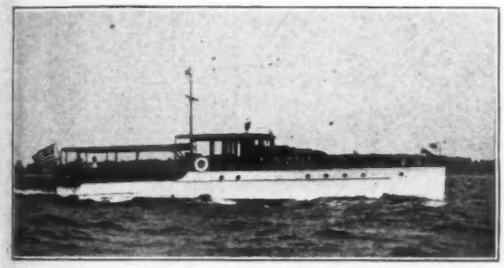


No. 4433—FOR SALE—Twin screw power yacht 56'x13'x3'6". Designed and built by Elco Works. Two berths in deck house, two single, one double staterooms provide sleeping accommodation for eight in owner's party. One bath and two toilet rooms. DRAKE H. SPARKMAN, 11 East 44th Street, N. Y.

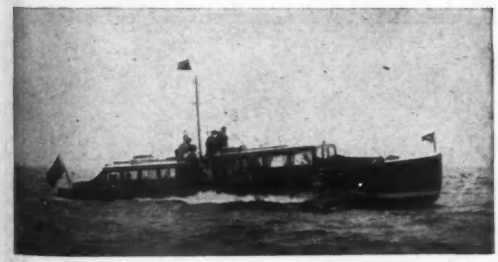


No. 3139—FOR SALE—Bridge deck cruiser 60'x10'6"x4'. Designed and built by Luders. Enclosed deck house, two double staterooms; one toilet room, galley and crew's quarters forward. Sterling motor. Consult DRAKE H. SPARKMAN, 11 East 44th Street, New York.



No. 3444—FOR SALE OR CHARTER—Twin screw Diesel yacht 70'x11'2" x3'6". New motors 1929. Dining saloon in sunken deck house. Enclosed pilot house. Two double and one single staterooms. For further data, price and location, consult DRAKE H. SPARKMAN, 11 East 44th Street, New York.

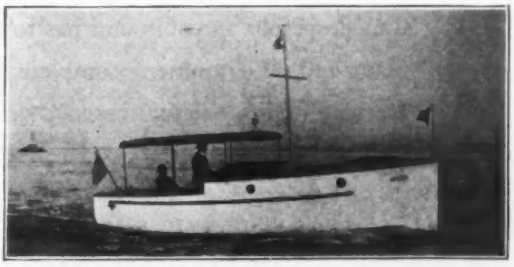
No. 3388—FOR SALE—Twin screw express cruiser 60'x11'3"x3'. Built 1927. Dining saloon in deck house. Two double staterooms aft with toilet room between. Sterling motors. For further data, price and location, consult DRAKE H. SPARKMAN, 11 East 44th Street, New York.



No. 4453—FOR SALE—Twin screw express cruiser 49'6"x11'x2'9". Built 1928. Sleeping accommodations for three, toilet, galley and crew space. Speed up to 33 miles. Sterling motors. For further data, price and location, consult DRAKE H. SPARKMAN, 11 East 44th Street, New York.

No. 4555—FOR SALE—1929 Elco Veedette 30'11"x8'6"x2'4". Forward cockpit, four berths in main cabin, toilet room and galley. Specially powered with 130 H.P. Kermath motor. Speed up to 25 miles. DRAKE H. SPARKMAN, 11 East 44th Street, New York.

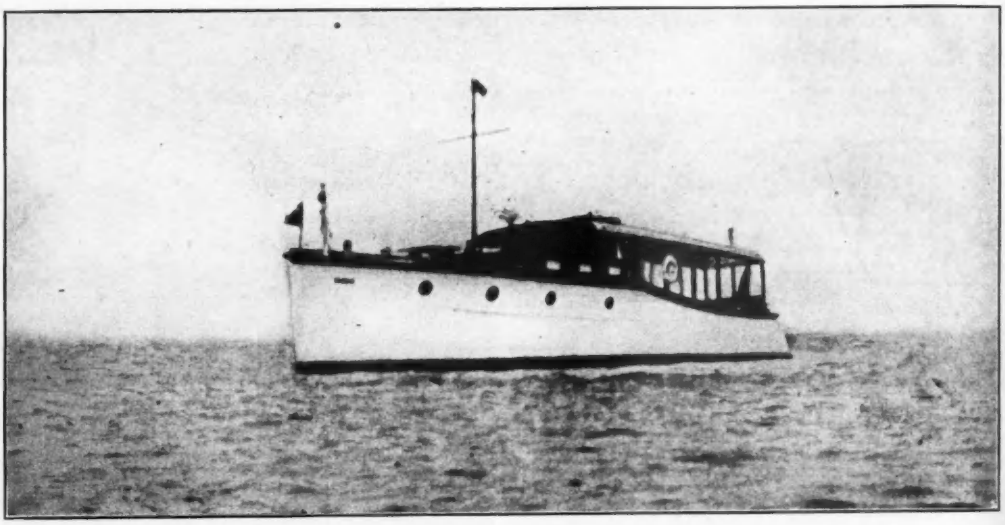
No. 4448—FOR SALE—Twin screw cruiser 34'x9'4"x3'. Berth in deck house. Four berths in main cabin, toilet and galley. A very desirable boat for cruising or tender to racing yacht. DRAKE H. SPARKMAN, 11 East 44th Street, New York.



No. 4547—FOR SALE—Elco cruiser 26'x8'6"x2'3". Sleeping accommodations for four, toilet and galley. Inventory very complete. For further data, price and location, consult DRAKE H. SPARKMAN, 11 East 44th Street, New York.

Millard Brewster & Chambers,
Inc.

230 Park Avenue
New York



For Sale

At a remarkable bargain, unusually attractive cruiser, 38′ x 10′4″ x 3′. In perfect condition. Large cockpit with jump sash, glass windows. Can sleep four in cabin and has four Pullman bunks in cockpit. Power plant and all equipment complete and in perfect order. The price is a fraction of her original cost. Owner buying larger boat. Further particulars upon request.

Advertising index will be found on 3rd last page

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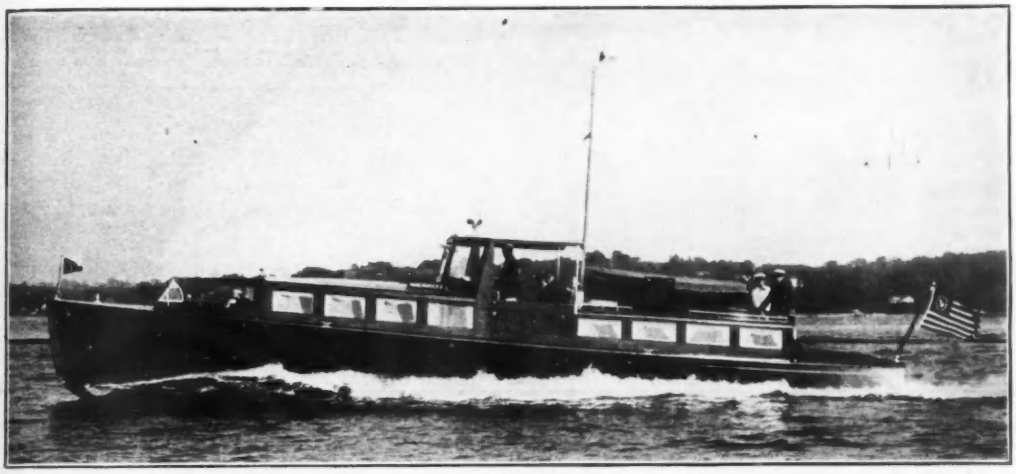
Thirty-Mile
53-Foot Commuter



THIS beautiful and fast 53-foot express commuter, used only three months, is exceptionally well built and complete in accommodations. The hull is double diagonal planked with cedar and mahogany. Frames and engine foundations are of duralumin. There are also four duralumin watertight bulkheads. Twin 290 h.p. "Special" Sterling Dolphin engines give a sustained speed of 30 M.P.H.

Furnished with every possible convenience for comfort, its accommodations consist of a large forward cockpit with leather chairs; forward cabin with sofa berths, connecting toilet and owner's galley. The owner's quarters are paneled in fine walnut. Although a fifty-three footer this boat can be operated by a crew of two who have quarters aft with toilet and separate galley. All fittings are chromium plated. Lighting is furnished by an independent generating plant.

This boat has had the greatest of care and is in very excellent condition. It may be inspected near New York. Immediate delivery for Florida season. Reason for selling:—owner is taking delivery this fall on new boat built from our designs. *Write today for detailed information.*

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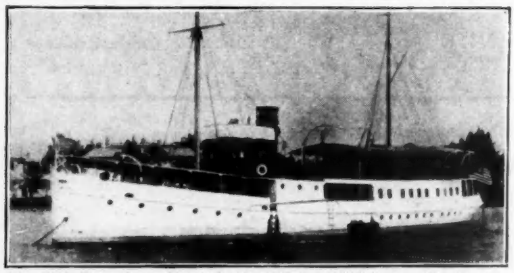
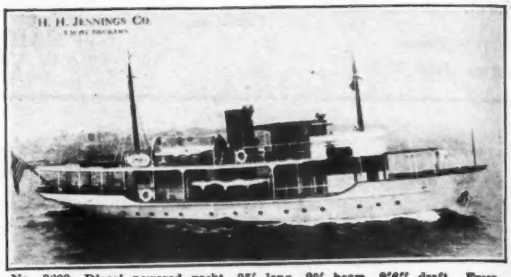


No. 2920—Twin Screw Diesel Yacht, 147'9" x 28'6" beam. Heavily constructed of steel. Cruising radius 3500 miles. Seven large staterooms, three bathrooms, large galley and pantry. Large dining saloon, etc. Good crew's quarters. Two lighting plants, hot water heat, ice making machine, electric refrigerator, cold storage space, ventilating system, wireless, etc. Built for extended cruising.

No. 3124—68-ft. twin-screw express cruiser, practically new. Best of construction. Hull double planked mahogany. Fitting and furnishings the very best. Cockpit in bow. Deckhouse with dining and living room. Two double staterooms aft. Two 300 h.p. Sterling engines, speed 24 miles. One of the finest express cruisers available.



No. 3228—Diesel powered yacht, 95' long, 20' beam, 9'6" draft. Exceptionally heavy construction. Wonderful seaboat. Built 1927. Decks, deckhouses and rails of teak. Three double staterooms, three toilet rooms. Dining saloon and galley in forward deckhouse. Social hall in after house. 180 H.P. Diesel motor. Speed 10 knots. Cruising radius 1200 miles. Electric plant, two electric refrigerators. Hot water heat. Gyro compass. Metal mike, electric and hand steering gear. Owner anxious to make quick sale, will listen to reasonable offer as he is building much larger yacht.

No. 2973—Twin-screw express cruiser 68 ft. long. Built by Consolidated Shipbuilding Corporation. Two double staterooms. Berth in main saloon, bath, etc. Two 200 H.P. Sterling motors. Speed 20-24 miles. Splendid proposition. Price attractive.

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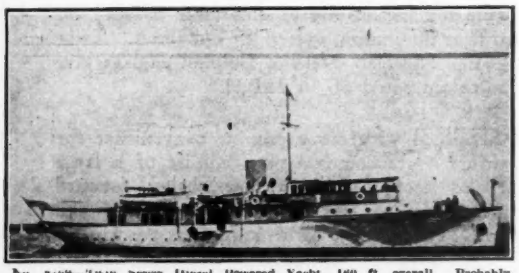
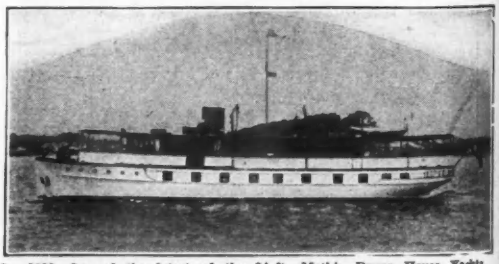
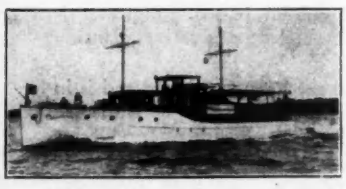


No. 8109—Twin Screw Diesel Powered Yacht. 160 ft. overall. Probably the best yacht of her type available. Attractive price.

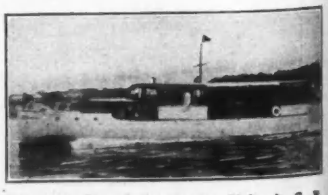


No. 8288—One of the latest of the 94-ft. Mathis Power House Yachts for sale or Florida charter. Excellent accommodations. Up-to-date in every respect.



No. 9182—80-foot Twin Screw Express Power Yacht. Speedway motors. Good speed and accommodations.

No. 3451—65-foot Express Cruiser, built in 1929. Two Sterling motors. Speed up to 20 miles.



No. 4264—One of the popular 54-ft. A. C. F. Power Cruisers. In A-1 condition. Low price.

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GEO. W. ELDER
Associate

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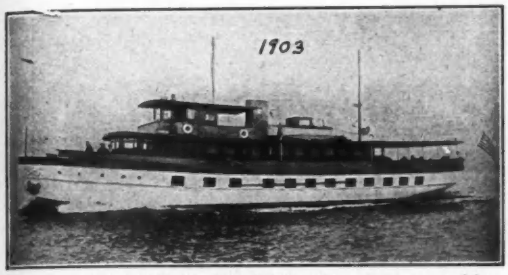
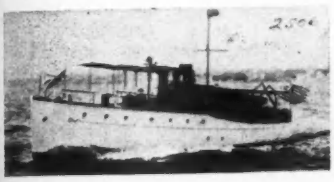
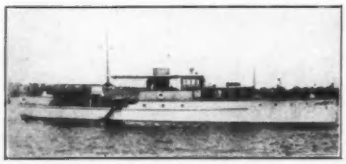


No. 1903—FOR SALE OR CHARTER—100' twin screw cruising houseboat, speed 13 miles. Built 1925. Has 5 staterooms, 3 bathrooms, deck dining salon, music room, etc. A palatial floating home, exquisitely furnished.

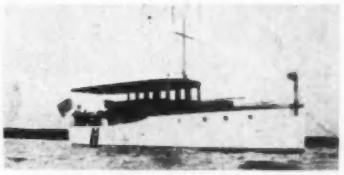
No. 2620—FOR SALE—67' twin screw Diesel houseboat, speed 14 miles. Built 1928. Four comfortable staterooms, deck dining salon, bath, etc. Ideal for Florida.



No. 2506—FOR SALE—68' Lawley 1927 cruiser, 3 staterooms, bath, etc. Speed 15 miles. Excellent condition.



No. 1630 — FOR SALE — Might charter. 86 twin-screw Diesel cruiser, speed 12-13 miles. Sleeps 12 persons, bath, etc.



No. 2685—FOR SALE—42' Elco 1927 cruiser, enclosed deck house, double stateroom and salon. Berth for man. Excellent buy.

HENRY C. GREBE & CO., Inc.

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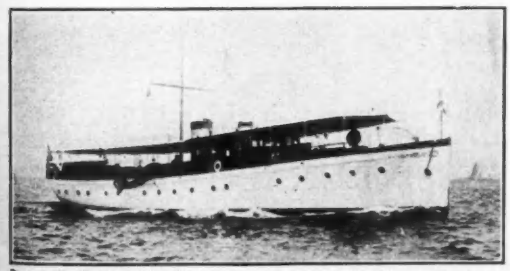
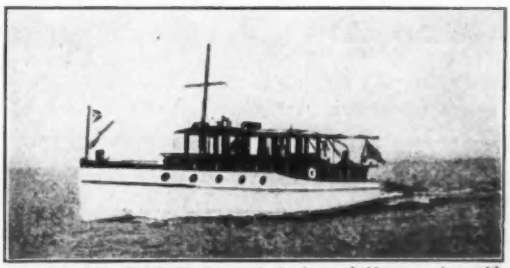
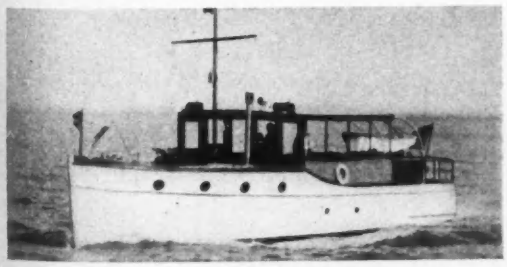


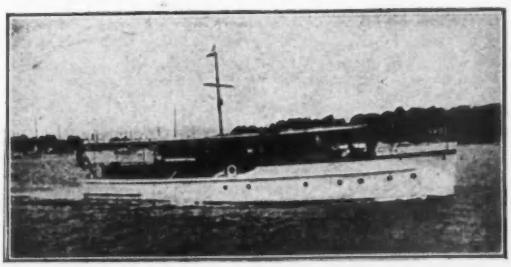
No. 1119—FOR SALE—Well-known twin-screw yacht 98' o.a. 17' beam, 6' draft. Very staunch and able. Has teak deck and deckhouses. Sleeping accommodation for seven in the owner's party. Fully equipped and in splendid condition. Powered with two 200 H.P. Winton heavy duty engines. Has two Winton generating plants. Edison batteries, Lux fire extinguishing system, ice machines, etc.



No. 1138—FOR SALE—50 ft. x 14 ft. beam deckhouse cruiser with Diesel engine. Heavily constructed, recent build. Excellent value. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Ill.



No. 1471—45' x 11'6" x 3'3", double cabin bridge deck cruiser. Sleeps six comfortably. Large bridge deck. Sturdily built, splendid condition.



No. 1107—FOR SALE—Twin-screw cruiser, 65' x 14'6" x 4'. Two double staterooms, large saloon, 2 toilets and bath in owner's quarters. Sleeps eight. Sterling engines. Speed, 13 miles. Price attractive. Henry C. Grebe Co., Inc., 400 No. Michigan Ave., Chicago, Ill.

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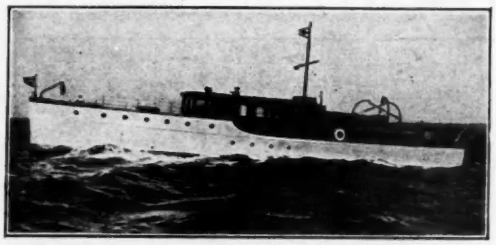
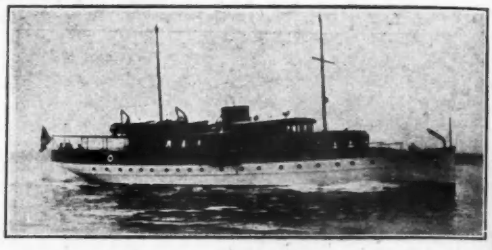
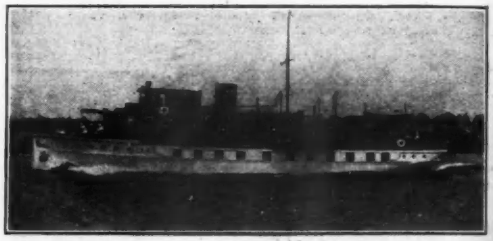


No. 1218—FOR SALE—Twin Screw Motor Yacht. Length o.a. 75'6", beam 14'6", draft 4'. Powered with two 250 h.p. Winton Engines. For full particulars apply to JOHN H. WELLS, Inc., 11 East 44th Street, New York, N. Y.



No. 1223—FOR SALE—Twin Screw Diesel Yacht. Length o.a. 100', beam 18', draft 5'. Powered with two 6-cyl. 150 h.p. Winton Diesels. For full particulars, apply to JOHN H. WELLS, Inc., 11 East 44th Street, New York, N. Y.

No. 1106—FOR SALE AND CHARTER—Cruising houseboat. Length o.a. 94', beam 19', draft 4'. Powered with two 200 h.p. Winton Diesels. For full particulars apply to JOHN H. WELLS, Inc., 11 East 44th Street, New York, N. Y.



No. 1111—FOR SALE—Twin Screw Houseboat. Length 105' o.a., beam 19'6", draft 4'3". Powered with two 6-cyl. 200 h.p. Winton Engines. For full particulars, apply to JOHN H. WELLS, Inc., 11 East 44th Street, New York, N. Y.

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No. 190—22' Chris Craft—110-h.p. Chrysler motor	1,000
No. 187—20-ft. Custom Runabout—60-h.p. Scripps motor	1,000
No. 188—26' Chris Craft—100-h.p. Kermath motor	1,250
No. 189—27' Meteor—115-h.p. Gray motor	1,750
No. 191—26' Dodge Watercar—110-h.p. Chryster motor	1,250

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